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THE AMERICAN ELEVATOR AND GRAIN TRADE



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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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VOL. XLI

431 South Dearborn Street, Chicago, Ill., June 15, 1923

NO. 12

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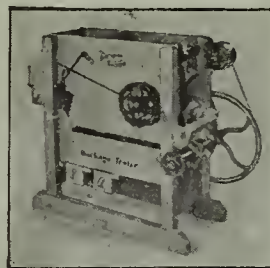
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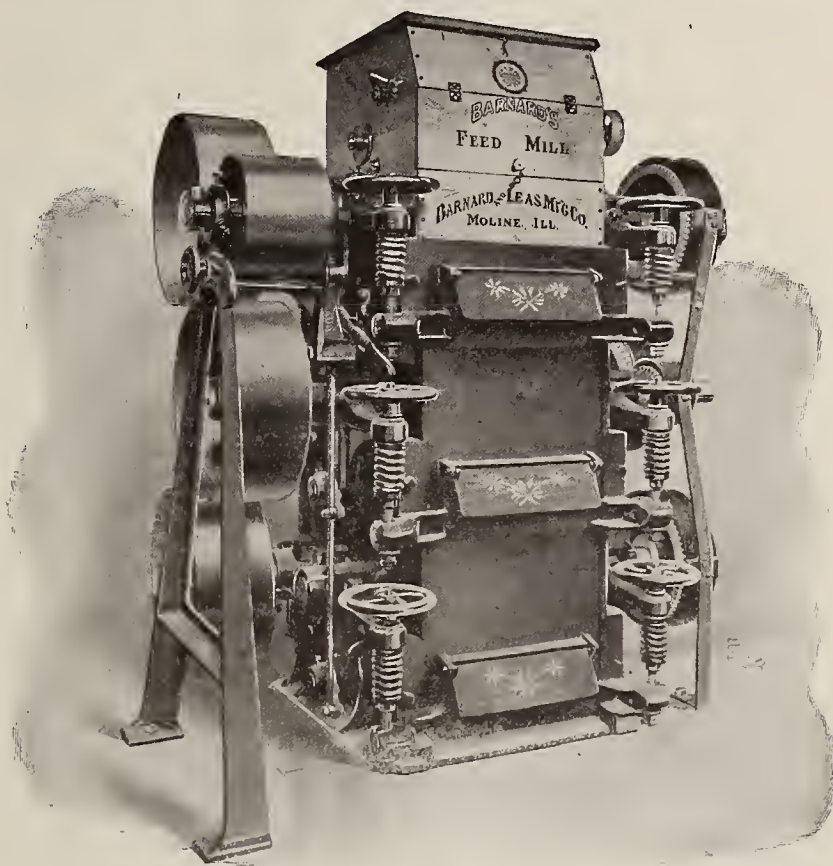
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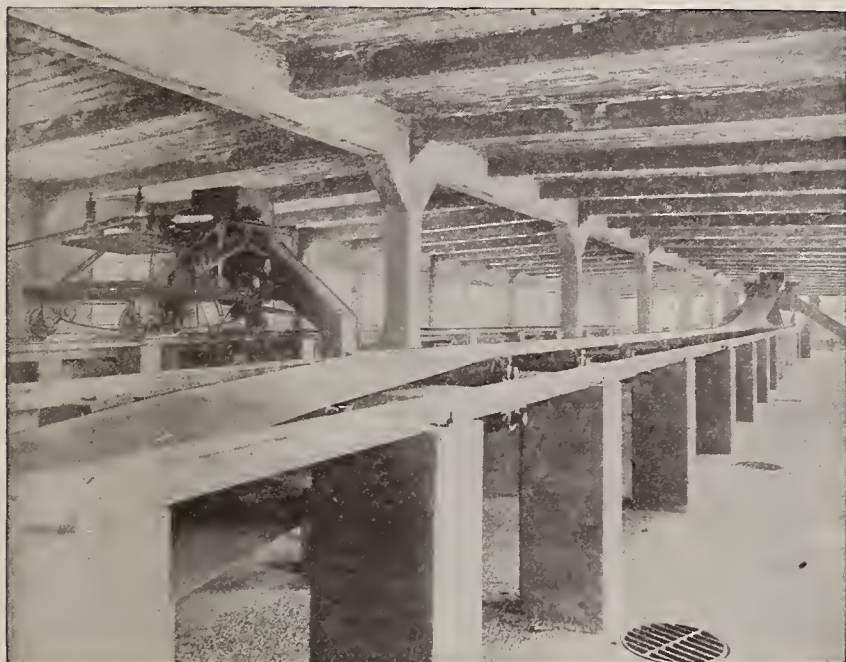
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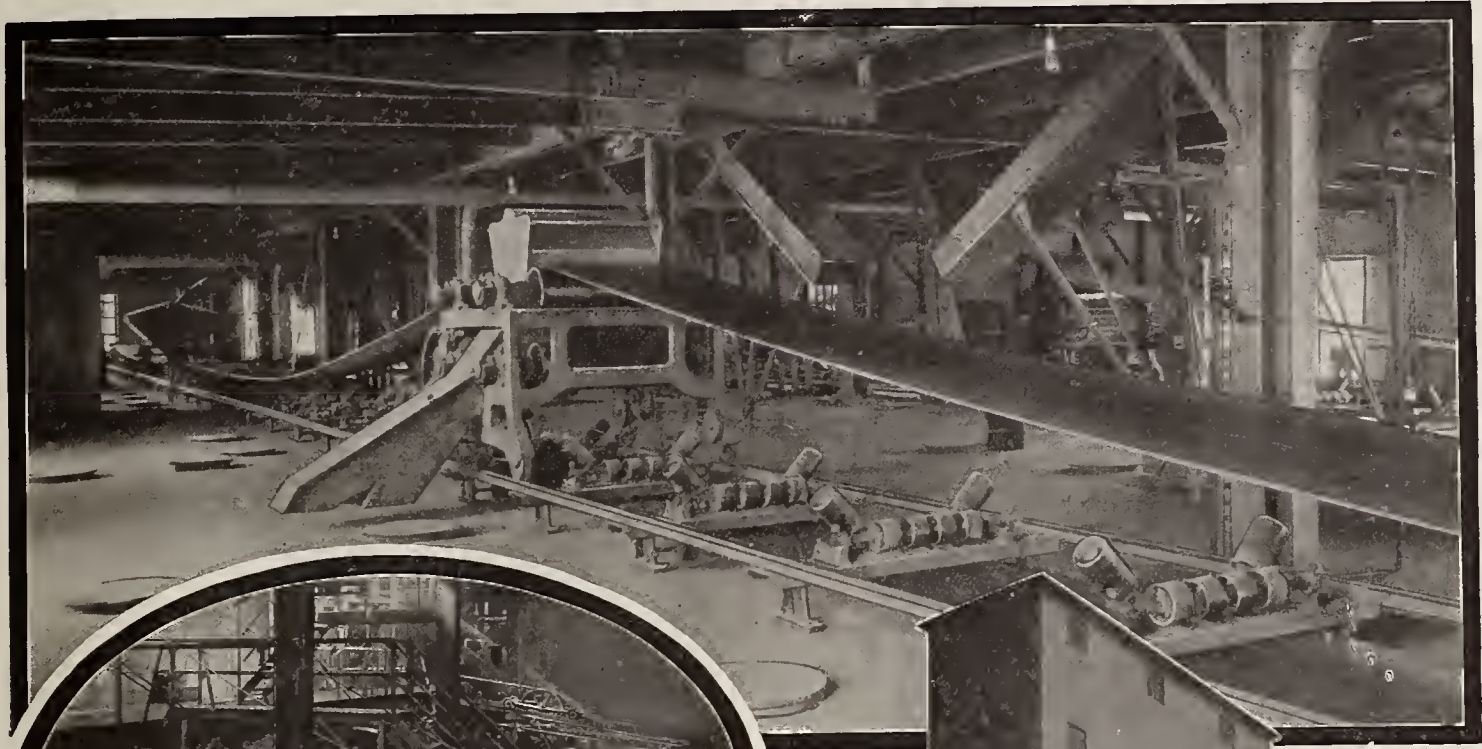
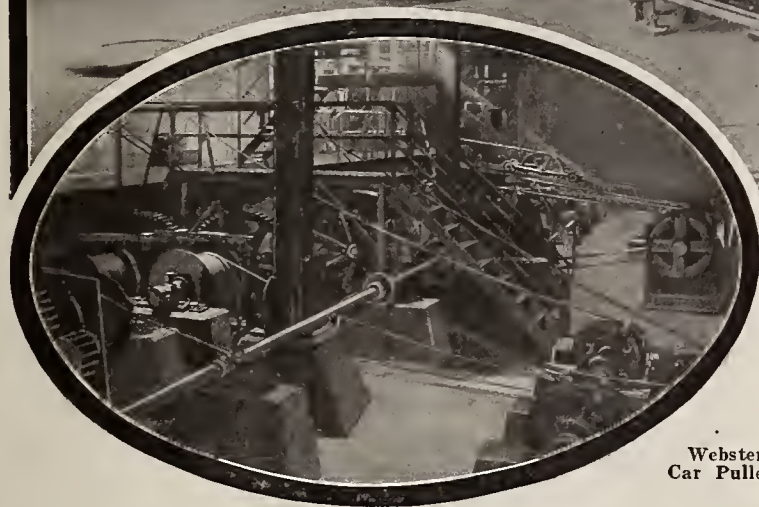
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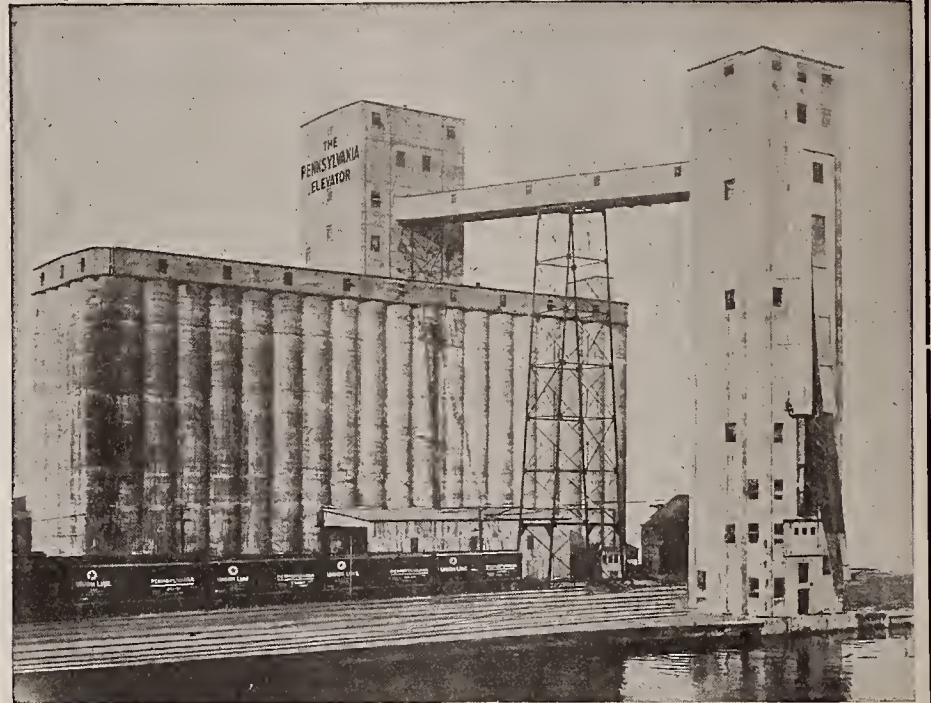
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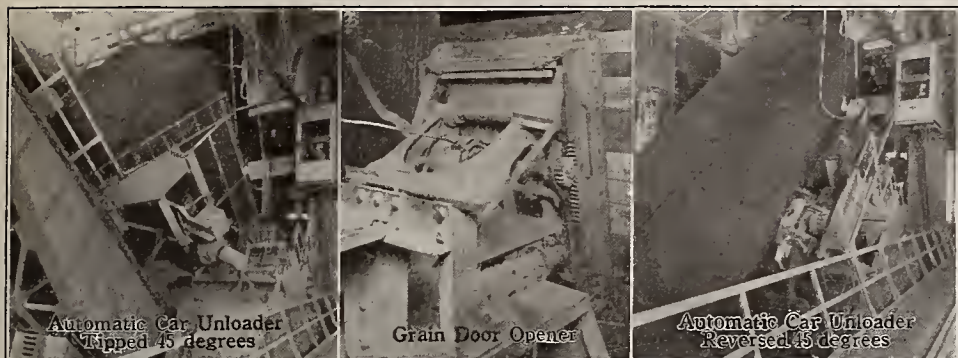
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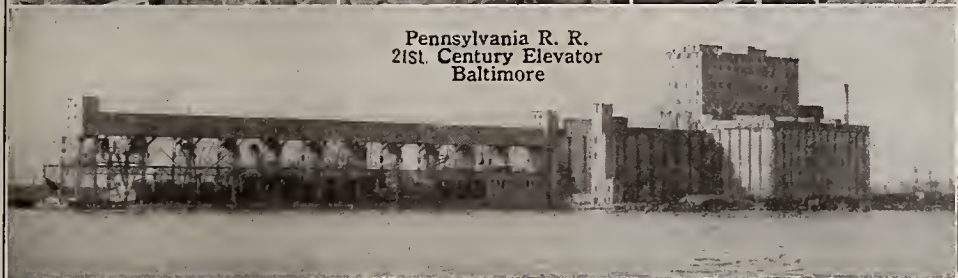


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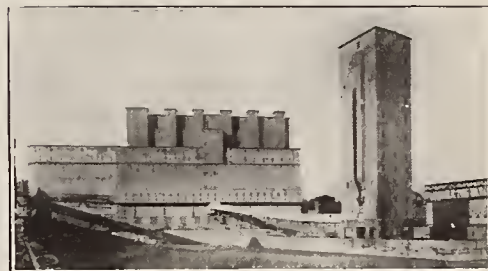
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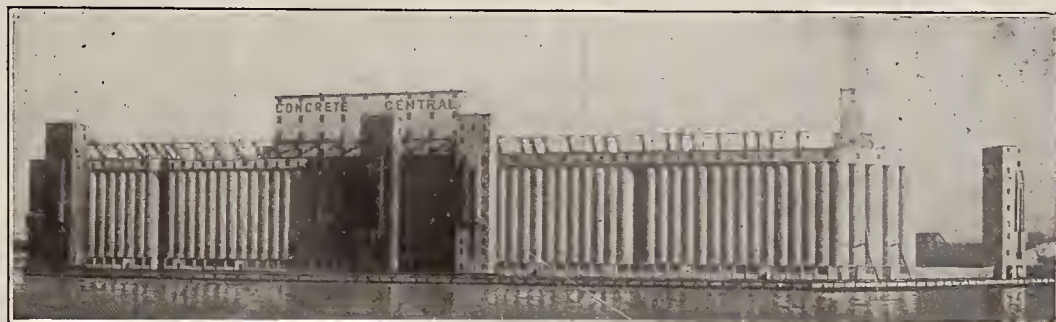
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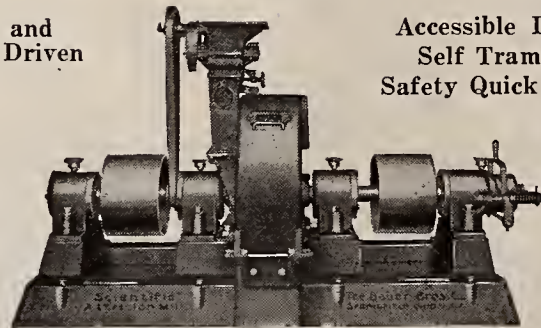
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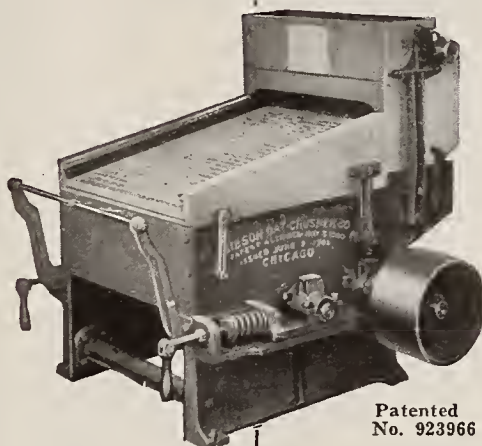
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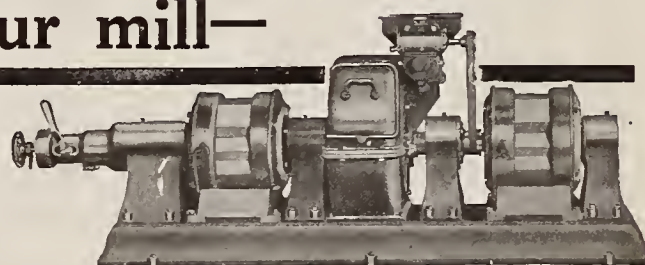
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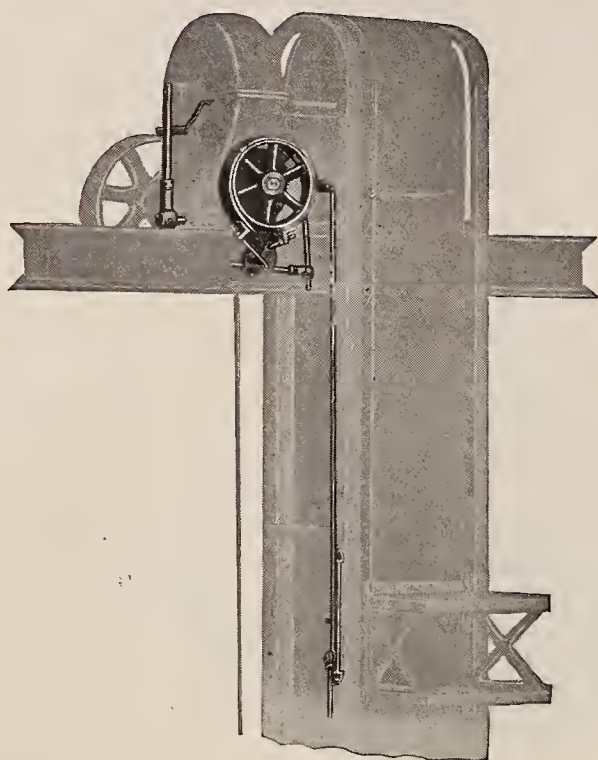
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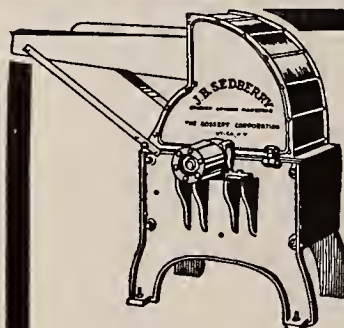
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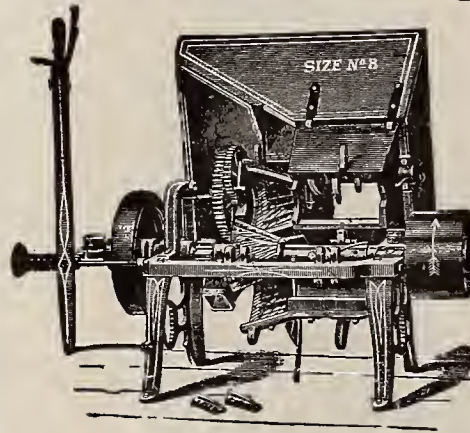
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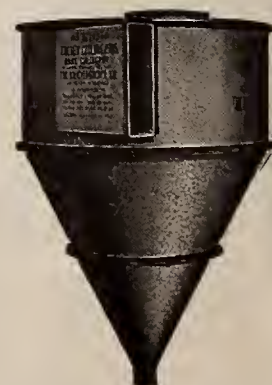
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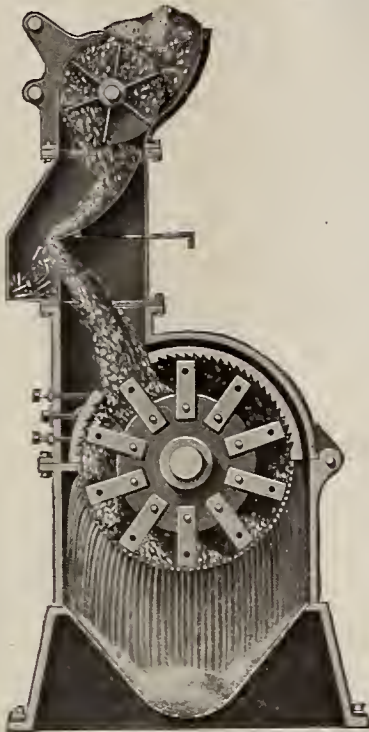
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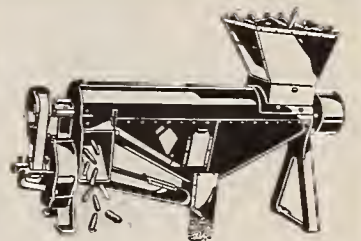
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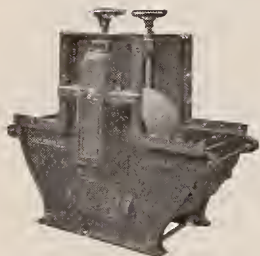
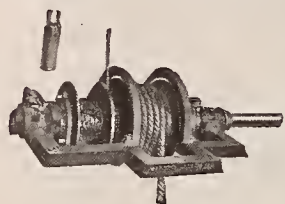
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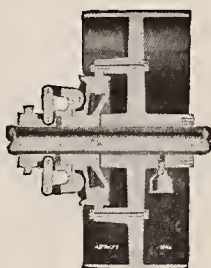
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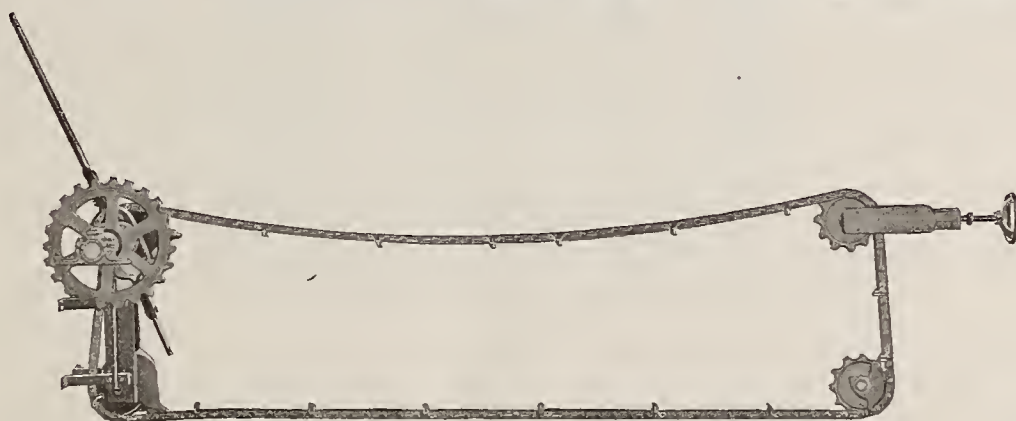
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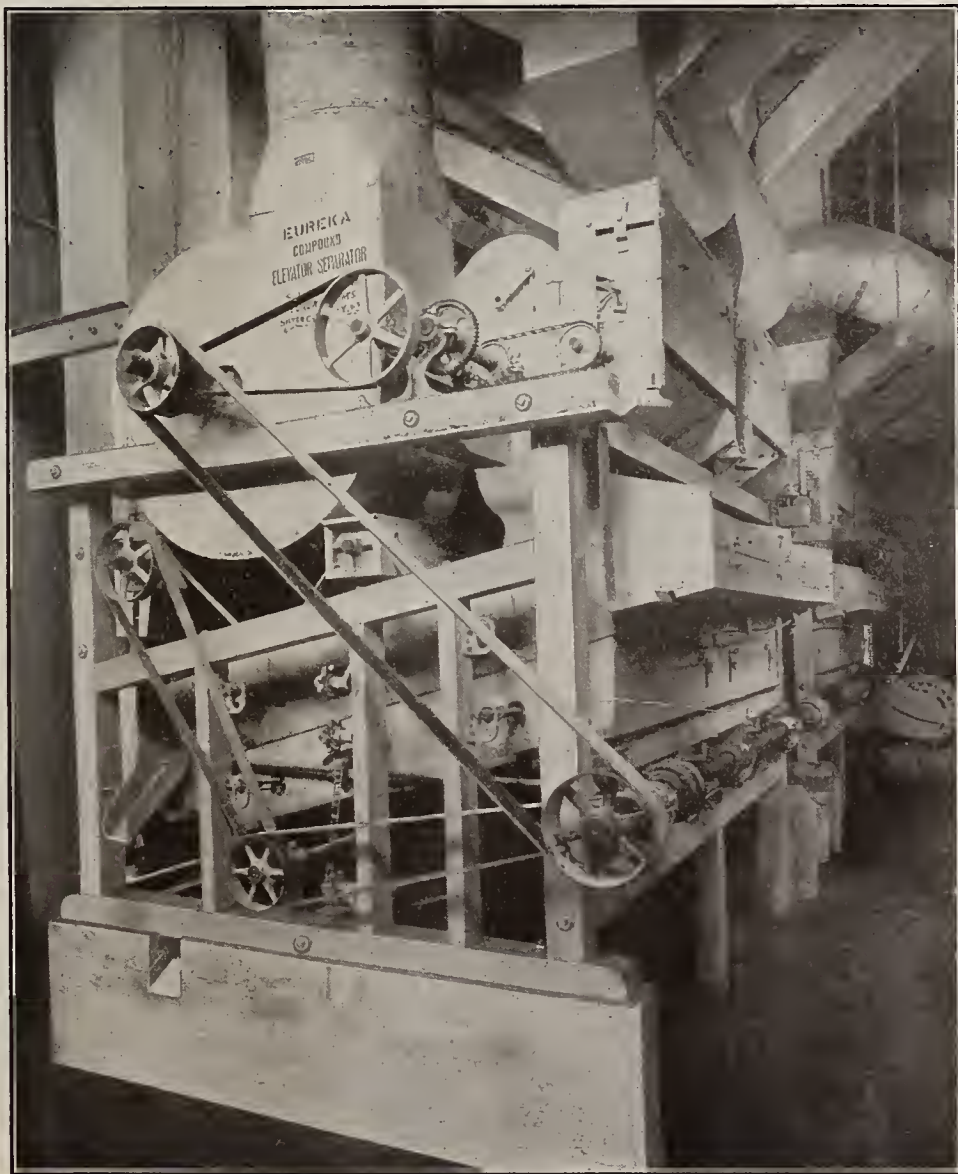
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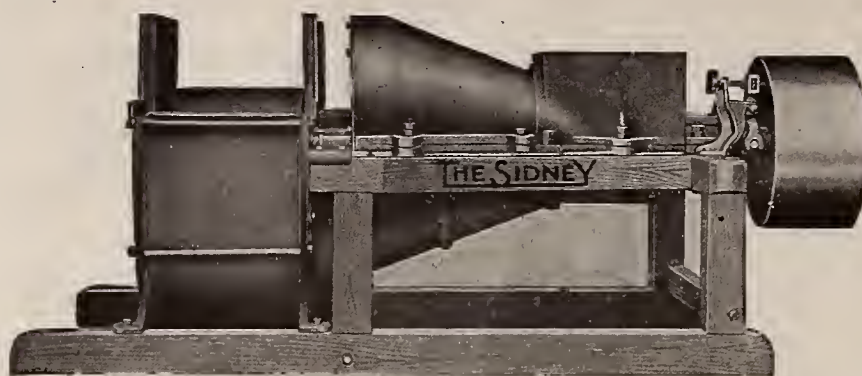
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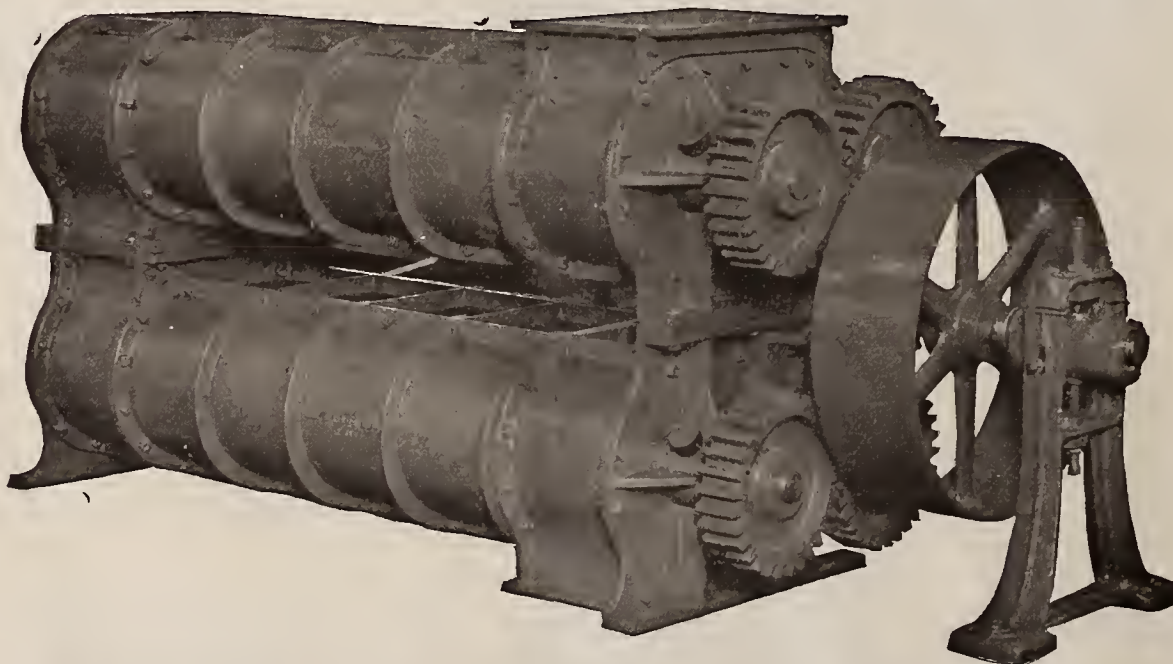
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One of the most exasperating and costly characteristics of molasses feed is its tendency to cake when placed in store.

This is a condition which is entirely due to improper mixing. By that, we mean the molasses is ordinarily applied to the surface of the feed instead of being completely absorbed, resulting in a sticky mass.

The Ellis Molasses Mixer eliminates the sticky nature of the product by mixing the feed and molasses under pressure. As a result the molasses is forced or pressed completely into the structure of the feed. The stickiness disappears and the feed is quite granular and free from lumps.

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Sunset Elevator Employs Morse Chain Drives

Galveston Plant, Operated by the Rosenbaum Grain Corporation, Has Proved Its Reliability Through Strenuous Years of Unprecedented Grain Export Movement

ERECTED in 1915 with the rush of war export business demanding construction and equipment that would not fail in any emergency, the Sunset Elevator at Galveston, owned by the Southern Pacific Railroad and operated by the Rosenbaum Grain Corporation, is a house of quality from receiving pit to loading gallery. The piling for the foundation was put in by the railroad and the site turned over to James Stewart & Co., who erected the 1,000,000 bushel house in just 4½ months. Above all things reliability of performance was demanded, so naturally the transmission from the motors to the countershafts or direct to the conveyors or machines was specified Morse Silent Chain Drives.

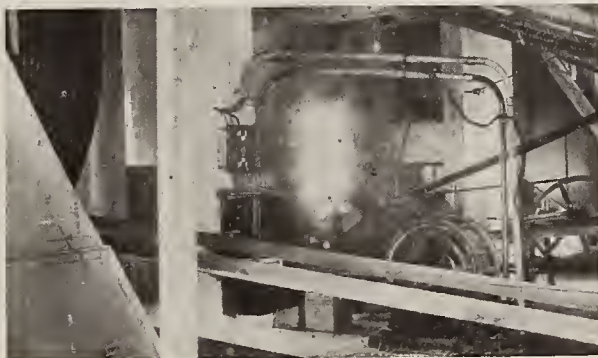
The effectiveness of any good machine is determined largely by the transmission of its power; its cost of operation, by the efficiency with which that power is applied. The selection of Morse Drives was made so that both effectiveness and low operating cost could be attained and the result has more than justified the expectations of the railroad and the operators of the house. During the war years when shipments from Galveston reached the enormous total of over 44,000,000 bushels of wheat in one year, besides the large quantities of other grains, the Sunset Elevator operated without the loss of a minute for repairs and at a minimum of cost. A large percentage of this grain moved through the Rosenbaum house. The power required to elevate and carry millions of bushels of grain is large. A loss of from two to five per cent in power would have cost the operating company thousands of dollars. But with Morse Silent Chain Drives transmitting the power there is no loss. In this drive slip and creep which are so costly in loss of efficiency in belt drives, and so wearing on the belts themselves, are entirely absent. The Chain Drive engages every inch of the pulley as positively as a

gear and at the same time has all the flexibility of belts with the further advantage of working on short centers which economizes space and lowers installation cost. In every particular the transmission service has met the claims of the Morse Chain Company, and has proved its right to the title of "Premier Transmission of the Century."

The Sunset Elevator consists of a working house, receiving track shed, storage annex and drier house, all of concrete construction, and a dock gallery containing two 36-inch conveyor belts, each 780 feet long. The track shed has four unloading tracks, each track having two receiving pits. These pits discharge to two conveyors which carry the grain to the two receiv-

ing legs. There is a system of interlocking levers, operated from the working house, so that only one receiving pit of each battery can discharge to its conveyor at one time.

The working house is 47x98 feet on the ground plan and has a bin capacity of 210,000 bushels.



MORSE CHAIN DRIVES FOR ELEVATOR LEGS

There are six legs in the house; two 36-inch receiving legs; three 32-inch shipping legs; and an 18-inch cleaner leg. Each leg has a steel boot and has individual motor drive, the motor being located on the top floor. Silent Chain Drives to countershaft and rope drives to the heads are used on all

the bin story is located a 36-inch reversible transfer conveyor, discharging at either end to three 36-inch storage conveyors. There are five 2,000-bushel hopper scales in connection with the receiving and shipping legs.

The storage annex consists of 48 concrete tanks, each 15 feet 4 inches inside diameter and 100 feet high, with 35 interspace bins, the total having a capacity of 807,000 bushels. Three 36-inch shipping belt conveyors are used for withdrawing grain and these discharge to the three 32-inch shipping legs in the house. The three storage belts on the bin floor are equipped with two-way trippers and have separate motors.

The drier house is a concrete building 16x26 feet and is connected to the working house by means of a concrete tunnel. Two concrete tunnels, 50 feet in length, also connect the track shed with the working house. Through these tunnels and also under the receiving pits water-tight steel receiving pans run.

The plant is fire-proof in every respect. Metal frame windows, glazed with wire glass and fire-proof doors are used, and every device for the safety and convenience of employes and of the plant, and for rapid and economical handling are incorporated. While the storage capacity of the

elevator is not as great as that of a great many terminal and export elevators of the country, its mobility is such that grain can be handled through the house with the greatest dispatch. The conveying system was supplied by the Weller Manufacturing Company, but even the experience and skill of that firm would be lost unless the power to move the machinery were dependable in its application and certain in its performance.

Through years of constant effort the Morse Chain Company has brought its Silent Chain Drives to a point where they can be relied upon under

every condition of operation and through every test of prolonged service. It is this unfailing dependability that has attracted the attention and won the admiration and loyalty of leading engineers to Morse Chain Drives. That is the reason that many of the largest plants in this country and Canada are equipped with Morse Drives to the extent that any other transmission is the exception rather than the rule, not only on account of their reliability, but also because of the economy

of operation and the negligible amount of attention they require. In every particular it meets in the highest degree the requirements of the operator. It is the transmission of the future applied to the plants of today.



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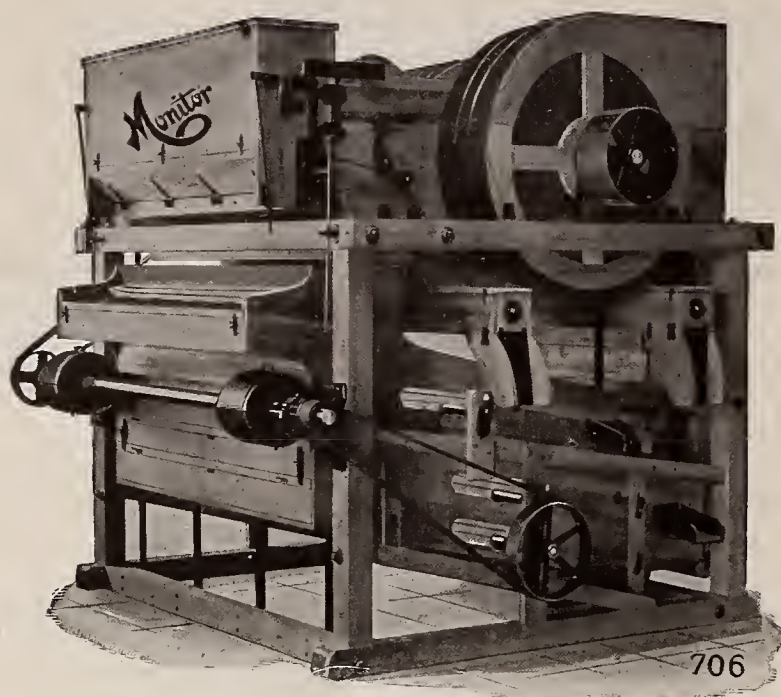
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This statement, as applied to the MONITOR Warehouse Separators, is the exact truth. If it were not true, you would not find the majority of cleaning plants MONITOR equipped. Every Elevator Owner or Operator, who will go unbiased into a thorough investigation of the cleaner proposition, is bound to adopt the MONITOR because of its high grade work.

A few more of our recent orders

<i>Russell Miller Milling Co., Duluth, Minn. Seven No. 10B MONITOR W. H. Separators.</i>	<i>Woodward Elevator Co., Vancouver, B. C. Four No. 9B MONITOR W. H. Separators.</i>
<i>One No. 9A MONITOR Screenings Separator.</i>	<i>Western Terminal Elevator Co., Fort William, Ontario. Ten No. 9B MONITOR W. H. Separators.</i>
<i>Harbour Commission Port of San Francisco, San Francisco, Calif. Four No. 7B MONITOR Barley Separators.</i>	<i>One No. 9A MONITOR Screenings Separator.</i>

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VOL. XLI

CHICAGO, ILLINOIS, JUNE 15, 1923

NO. 12

Kansas City's New Terminal Elevator

The Million Bushel Katy Elevator Has Many Features of Interest, and Will Supply Needed Storage Facilities on the Kansas City Market

KANSAS CITY is the greatest primary Winter wheat market in the country and stands among the leaders in corn, grain sorghum and oats receipts. Sixty-one per cent of the crop is shipped during the four months, July-October, so that there is always a strain upon the storage facilities at Kansas City during that period in spite of the fact that mills and interior elevators take and hold vast quantities. Some measure of relief has just been given by the Missouri, Kansas & Texas Railroad, the "Katy", with the completion of its new 1,000,000-bushel elevator at Rose-dale, Kan., a suburb of Kansas City, and in the railroad yards. The house will be known as the Katy Elevator, although it will be operated by the Uhlmann Grain Company.

The Uhlmann Grain Company was formed last winter although it did not begin to function officially until March 1. The company is made up of Fred Uhlmann, president, who will be located at Chicago; Richard Uhlmann, secretary and treasurer; and Paul Uhlmann who will have charge of the Kansas City office. All three are well known to the grain trade and are experienced grain operators.

The Katy Elevator was designed and built by James Stewart & Co., under the personal direction of W. R. Sinks, manager, and T. D. Budd, chief engineer of the Stewart organization. In designing the layout of the plant particular attention was given to the convenience and rapidity with which cars could be handled. As a result the switch tracks are long with large car capacity and the cars can be handled with a minimum of shuttling. There is easy access to all the roads entering Kansas City so that quick service is assured for both

the in-coming and the outgoing grain trains.

The plant consists of a working house, a track shed, a drier house, a dust house, and the storage bins. The drier house is between the working house and the track shed, while on the opposite side of the working house are loading tracks covered with a wide canopy. The dust house is between the working house and the storage bins, with ample space between all the buildings as a

above the cleaner story are arranged so that grain from any one can be spouted direct to any cleaner or clipper; or by means of a by-pass spout located in one of the upper bins, the grain can be sent through the cleaner story to any one of the eight bins below. All of the 15 bins above the first floor can be spouted direct to the boot of either leg so that a maximum movement within the working house can be attained without use of conveyors.

This permits of great flexibility at a low cost of time or power.

There are two legs, each equipped with a double row of 8x8x14-inch V-shaped buckets staggered on 9½-inch centers. The head pulley is 72 inches in diameter and runs at a speed of 45 revolutions per minute. The capacity of each elevator is 15,000 bushels an hour, which is the same as that of the receiving belt. Both elevator boots are provided with Edmonds Take-ups which automatically absorb the slack in the elevator belt. The elevators are driven by 100-horsepower motor through a Stewart-Falk single reduction Herringbone Gear, and each leg has a Gemlo Back-stop furnished by the Strong-Scott Manufacturing Company, to hold the belt should



THE NEW KATY ELEVATOR AT KANSAS CITY, KAN., OPERATED BY THE UHLMANN GRAIN COMPANY

protection against the spread of fire or explosion.

The working house is 36x52 feet on the ground plan and 181 feet 4 inches high. The bin arrangement is a model of convenience. There are 24 bins in all, seven of them being 101 feet deep and nine feet square. There is a cleaner floor through the balance of the building with a clearance to the ceiling of 16 feet 6 inches. Above this story are eight bins, 44 feet 6 inches deep; and below the story are eight bins 40 feet deep. Between the elevator legs a small screenings bin is located. The bins

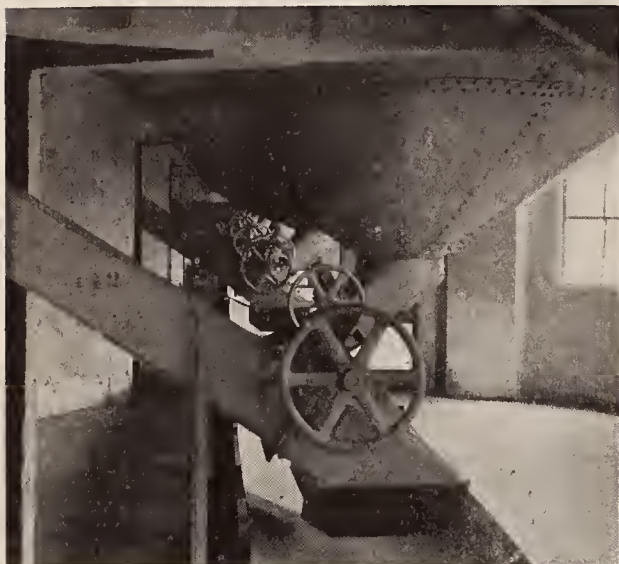
power be shut off with the buckets loaded.

From the legs the grain is spouted to 2,200-bushel steel garners above the two 2,000-bushel hopper scales. The scales discharge through two Universal Distributing Spouts to any of the top bins in the working house or to either of the 42-inch belt conveyors which distribute the grain to any of the 53 bins in the storage annex. The entire conveying system with its auxiliary machinery was furnished by the Weller Manufacturing Company.

The cleaning equipment consists of two No. 10

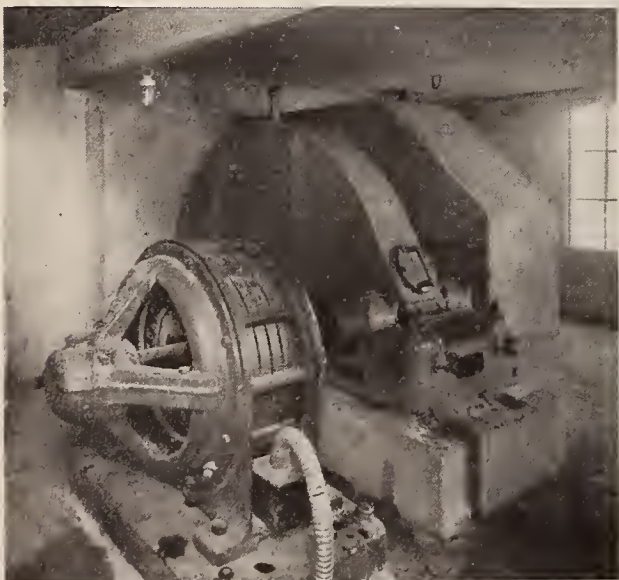
Invincible Cleaners and one No. 10 Invincible Clipper. These, with the two 15-horsepower motors of the cleaners and the 75-horsepower motor for the clipper, are located on the cleaner floor. Each of the machines can spout the cleaned or clipped grain direct to any one of four bins below. There is only one machine on the first floor of the plant, a portable automatic bagging scale, which can be placed under any bin from which it is desired to sack off grain.

The working house is admirably protected against fire. The construction material is entirely concrete and steel, even to the window frames and the doors. The steel doors are mostly of the roller type and in themselves afford a good check against



STEEL HOPPERS AND CONVEYOR BELT UNDER BINS

the spread of fire. One of the bins in the working house serves as a stair well and contains also a Humphrey Elevator which operates between the first floor and the bin floor. The dust collecting system was furnished by the Day Company. Each floor of the house has openings to a sweepings spout 10x6 inches in size, which passed down the outside of the working house wall and discharges to a large Day Dust Collector over the dust house. The cleaners and clippers are also con-



A 100 H.P. G. E. MOTOR WITH STEWART-FALK SINGLE REDUCTION HERRINGBONE GEAR, DRIVING ELEVATOR HEAD

nected to a Day Dust Collector and the gathered dust is sent to its house.

Loading out is done through three spouts which can reach cars direct on either of the two shipping tracks, or to the nearest of the two receiving tracks. A car puller between the shipping tracks is operated by a 40-horsepower motor with a varying speed drum type controller.

The two receiving tracks run through the track shed which is 37 feet 5 inches wide and 75 feet 6 inches long and one story high. There are two receiving pits which discharge to a 36-inch receiving belt. The pits have iron gratings and are controlled by interlocking valves. Two double sets of grain shovels, each operated by a 7½-horsepower motor, connected to drive shafts by silent chain drives, are installed in the shed. Between the tracks is a car puller operated by a 50-horsepower

motor. The receiving belt is operated by a 10-horsepower motor.

The drier house is 16x36 feet in size and is as high as the distributing floor of the working house. The top of the building has a 4,000-bushel garner; the drier will be installed immediately below, and under that will be a cooler section. A 4,000-bushel bin below the cooler discharges directly to the boot of the receiving leg in the working house. The drier will not be installed for this crop year, but as soon as the contract is let a boiler house, provision for which has been made, will be erected.

The storage annex consists of 33 cylindrical bins 115 feet deep and 20 feet in diameter. There will be 20 interstice bins, and these as well as the larger bins will have the Stewart steel hoppers bottoms and improved bin valves. In the conveyor gallery over the bins are two 42-inch belts operated by 40-horsepower motors. Below the bins, in the open basement, which that type of construction only makes possible, are three 36-inch belts which carry the grain to the boot of the shipping leg. These belts each have a 25-horsepower motor and all the conveyors have automatic take-ups which adjust the tension to varying loads and atmospheric conditions.

In every detail the elevator plant has met the demands of the latest ideas in construction and

& M. College; "Live Stock for the Wheat Belt", Professor W. L. Blizzard, head of Animal Industry Department; Professor A. C. Baer, head of Dairy Department, A. & M. College. Dr. Beeson was in charge of the program and introduced speakers. J. F. Jarrell, manager Agricultural Development, A. T. & S. F. Railway in charge of the train.

Due to excessive amount of rain and muddy roads, the attendance was very poor at several of the meetings, but those in attendance were largely farmers and their wives. The interest shown in the discussions was beyond expectations. There is no question but that wonderful results were accomplished.

NATIONAL WHEAT CONFERENCE

The governors of seven states and others have called a national wheat conference to be held at Chicago June 19 and 20. Those signing the announcement, calling themselves the "Committee on Call," are as follows: J. A. O. Preus, Governor of Minnesota; Len Small, Governor of Illinois; John M. Davis, Governor of Kansas; Arthur M. Hyde, Governor of Missouri; R. A. Nestos, Governor of North Dakota; A. V. Donahey, Governor of Ohio; John C. Walton, Governor of Oklahoma; Arthur Capper, Senator from Kansas; Royal S. Copeland,



VIEW OF THE TWO 42-INCH RUBBER CONVEYOR BELTS IN GALLERY OVER TANKS

equipment, and the Uhlmann Grain Company has a house which can be operated economically and will go far toward making the merchandising end of the firm's business a success, as the wide experience of the Uhlmanns insures success in other departments.

OKLAHOMA WHEAT TRAIN

Through a joint arrangement put up by The Southwestern Wheat Improvement Association, a special "Safer Farming for the Wheat Belt" train was operated May 14 to 18, inclusive, over the main lines of the Santa Fe Railway in the wheat territory of Oklahoma, in co-operation with the Oklahoma A. & M. College and the Oklahoma State Board of Agriculture. The object of the train being to stimulate better farming in the wheat belt, and ultimately to encourage more wheat per acre and of better quality.

The train was operated purely as a lecture train, no exhibits being carried. The Santa Fe Railway furnished and operated the train, besides furnishing free transportation, meals and living accommodations for the speakers. Four main talks were given at each stopping place on the subjects and by the speakers as follows: "State Grain Inspection and Its Relation to the Farmer"—E. H. Linzee, state grain inspector; "Growing the Wheat Crop", H. M. Bainer, director, The Southwestern Wheat Improvement Association; "Putting Quality in Wheat", Professor Adrian Daane, Agronomy Department, A.

Senator-Elect, New York; Charles S. Barrett, president National Farmers' Union; O. E. Bradfute, president American Farm Bureau Federation; S. J. Lowell, master National Grange; George E. Chamberlain, United States Shipping Board; Aaron Sapiro, counsel in agricultural economics.

The text of the call is as follows:

More than ten million men, women and children of the United States are directly interested in the production of wheat.

The dissatisfied condition of a large portion of our agricultural population today is very largely due to the price of wheat, which measured by the cost of production or by the purchasing value of the farmer's dollar, is lower today than in half a century past.

Failure to bring relief to the farmer from his present situation will have a serious effect upon every other industry and upon the consuming public; for permanent prosperity of the whole nation depends upon conditions being satisfactory upon the fields and farms that support the nation's physical life. A fair price for the wheat crop means purchasing power to the farmer, smoking chimneys for American factories and a full dinner pail for American workers.

The disparity between our land values, taxes and labor, our standards of living and those of other wheat-producing nations of the world makes it impossible for us to sell our surplus profitably in the open markets of the world. It is not a market we need for our wheat, but a profitable market. Real-

izing that higher prices for wheat can come only through increased demand, an outlet for our surplus production must be found in the United States by educating the public taste to consume more wheat and the companion products of the farm which accompany wheat in consumption.

To the end that we may find a satisfactory solution for the situation which now confronts the United States, seriously imperilling the structure on which our prosperity is built, we call a National Wheat Conference to be publicly held in Chicago, June 19 and 20, 1923. To said National Wheat Conference we invite representatives of organizations of agriculture, commerce, elevators, railroads, millers, bakers, retailers—also of educational bodies and of all other industries related to the production, manufacture and consumption of our wheat crop—together with individuals interested in the solution of economic questions affecting the nation.

"LISTEN IN"

BY TRAVELER

Too many of the old regular grain dealers are sitting, Micawber-like, waiting for the co-operative companies to exhaust themselves and die out. They figure that when that time comes their business and yearly profits will return to the old-time standards. Such things are very nice to think about, but help none toward swelling the bank account. These dealers are not only taking an unbusiness-like attitude, but they are allowing themselves to fall into a mood of despondency and shiftlessness from which it will be difficult to arouse themselves when opportunity comes along.

In my travels over a considerable territory I meet a great number of these country dealers, and however short my visit the conversation seems bound to shift to the subject of the "co-ops." The tenor of it will usually be that the co-operatives are losing money and slipping fast and won't be able to hold out much longer. Now, as a matter of fact, this isn't altogether true,—at least to this extent. The co-operatives, as a rule, make little or no money on the grain they buy from the farmer but they do make considerable money on merchandise they sell to him. It is this feature of their business which has enabled them to last as long as they have. Without it, they would have given up the ghost long ago.

This general merchandising to farmers is an angle of the business which the old-time elevator man does not favor, and thus far the writer agrees with him; but it is an outcrop of co-operation and, apparently, has come to stay for a while, and however distasteful it may be to the grain man, it is up to him to follow suit if he expects to stay in the game.

While the other merchants of a community may resent this encroachment upon their lines,—and justly so,—the dealer has a valid excuse in that he has been forced into it in self-defense by the action of the co-operatives.

The writer does not advocate going into this on a large scale and stocking up with a varied line of merchandise. A reasonable quantity of staples will be sufficient to start with, and others may be added as the demand seems to justify. Such things as fertilizer, feeds, coal, etc., can properly be handled. Both fertilizer and coal can often be disposed of right from the car if the dealer takes the precaution to post his customers in advance of the arrival of the car. In this way money is not tied up so long and much extra labor of handling is eliminated.

There are other profitable lines which the elevator may handle on a brokerage basis, thus doing away with the need of investment. The truck problem, for instance, is one that the farmer must face. The high price of labor makes it necessary for him as well as everyone else to resort to mechanical means to get his work done. The truck is the ideal method of delivering grain to the elevator. This offers the elevator man the opportunity to get in touch with truck dealers and secure a sub-agency. The elevator man's acquaintance with farmers makes him ideally fitted to work up good prospects

which the truck dealer can then follow up to ultimate consummation in sales to which the elevator man will be entitled to a percentage of the commission.

In looking about for a make of truck to represent, one should be selected of moderate weight and price. The big, high-priced trucks can rarely be sold to farmers. The lighter ones are better adapted to the farmers' general use. In this connection it should be remembered, also, that a good, light-weight truck is not a bad asset for the elevator man, especially where he is obliged to employ an extra man. Many a nice lot of grain or seed can be diverted to the elevator by the facilities which a truck offers at a time when the farmer is too busy to haul himself.

Other means of inducing trade,—peculiar to each dealer's locality,—will suggest themselves if the dealer will concentrate on the subject; but the point is this: the day has passed when the dealer can sit down and wait for the trade to come to his elevator. He must, instead, throw out every possible bait to attract it. He must realize that his is not the only hook in the stream, and he must study the methods used by his competitors and either duplicate or improve on them.

HOW MANY BUSHEL IN A CIRCULAR BIN?

BY W. F. SCHAPHORST

Here is a chart that will be found convenient and quick for determining the number of bushels in a circular bin of any ordinary size and up to very extraordinary sizes. To use the chart simply run a straight line across the chart connecting the height in feet with the diameter in feet and the number of bushels is immediately given in the middle column—column B.

For example, how many bushels in a cylindrical bin 100 ft. high by 40 ft. in diameter? The dotted line drawn across the chart shows how it is done. Simply run a straight line through the 100, column A, and the 40 in column C, and the intersection with column B immediately gives the answer as about 100,000 bushels. Figure it out in lead pencil and it will be found that the answer is 101,000 bushels, proving that the chart gives results that are very close indeed.

The chart may also be used "backwards" for determining the size of bin that must be built to hold any number of bushels. To use the chart in that way simply select the number of bushels in column B and run any straight line through it and the height will be given in column A and the diameter in column C. By shifting the straight line around the "most economical size" can be quickly ascertained. In fact, the chart is so simple and plain that it hardly needs any explanation whatever.

It will be noted that the range of the chart is very great. It will take care of any height of bin from 4 feet to 1,000 feet and it will take care of any diameter varying from 2 feet to 500 feet. The capacity of the chart is slightly over 100,000,000 bushels—sufficient for one bushel per inhabitant in the entire United States. This chart is based on 2,150.42 cubic inches per bushel.

BY VIRTUE of the new grain plan the German Government will collect 3,500,000 tons for the purpose of forming a reserve. This quantity will be made up of 2,000,000 tons of imported grain and 1,500,000 tons of native. The latter quantity will

be guaranteed by contracts made with growers up to June 15. Should the stipulated amount not be forthcoming the plan provides that a minimum quantity of 1,250,000 tons shall be obtained by so-called grain assessments.

RYE OUTLOOK

Rye production in the United States has been on the increase since 1912 and last year was more than double what it was 10 years before, due in great part to the enlarged foreign demand. European importing countries, shut off from their usual sources of supply in central and eastern Europe, have furnished a market for our increased surplus. In the discussion of the situation and outlook for rye production in the United States, it is stated, however, that with the resumption of normal agricultural practices and the stabilizing of trade in Europe it is probable that much of our foreign market for rye will disappear. This will result in lower prices in this country thereby making the crop less attractive to the farmer.

With plentiful supplies of wheat, the consumption of rye products is not likely to be largely increased in this country. Our own present domestic use of rye can support only a fraction of our present production. Rye grain is not specially desirable as a feed for livestock, although some of it is fed. It is possible, therefore, that the acreage sown to rye will decrease within the next few years. Some of it is now supported largely by the sale of straw, which is valued for special uses in packing and manufacture.

From an agricultural standpoint it is unfortunate that conditions are not more favorable to the rye crop. There is much land on which it can be grown to advantage, in fact to better advantage than wheat. A dependable market for an enlarged production would assist in establishing a system of agriculture that would utilize our natural resources to better advantage and enlarge the quantity of foodstuffs that we can produce.

While rye is comparatively unimportant as a crop in the United States, forming less than 1 per cent of the total value of the 20 principal crops in 1919, it is, however, becoming important in certain areas, in the subhumid lands of the northern Great Plains area.

INTERNATIONAL WHEAT TRADE

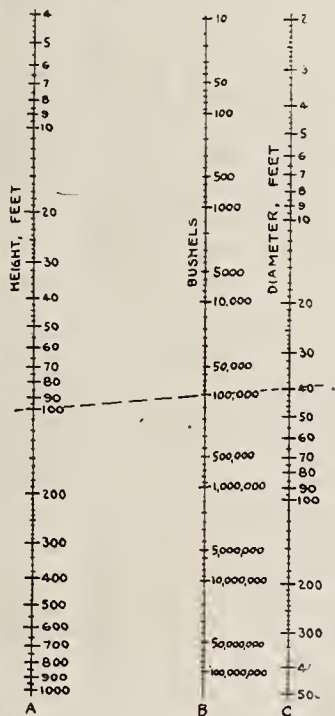
The international trade in wheat is briefly summarized by the Department of Commerce in the following paragraphs:

The total exports of wheat from the United States for the nine months' period ending March 31, 1923, amounted to 184,000,000 bushels as against 236,000,000 the previous season. This is a decrease of 51,000,000 bushels, or 22 per cent. The United Kingdom, Italy, Germany, the Netherlands, Belgium and Japan purchased from 14 to 65 per cent less wheat from the United States during this period than during the corresponding nine months' period a year ago. Exports to France increased from 5,000,000 bushels in 1921-22 to over 13,000,000 bushels for the nine months' period ending March 31, 1923.

Canada exported 252,000,000 bushels of wheat in 1922, as compared with 180,000,000 bushels the previous year, an increase of 40 per cent. The United Kingdom took 185,000,000 bushels, or nearly double the amount imported from Canada in 1921, while the United States took 19,000,000 bushels or 12,000,000 bushels less than during the previous year. Italy purchased less Canadian wheat and the Netherlands more than in 1921.

Exports of wheat from Argentina from January 1 to April 12, 1923, amounted to 55,000,000 bushels, compared with 59,000,000 bushels a year ago and 24,000,000 bushels during the corresponding period of 1921.

Imports of wheat and flour into the United Kingdom, during the nine months ending March 31, 1923 amounted to 161,000,000 bushels, or practically the same as during the corresponding period of 1921 and 10,000,000 bushels more than for the same period of 1922. While imports from the United States for the nine months' period ending March



31, 1923, were slightly less than for the previous season, imports from Argentina were 71 per cent greater and from Canada 35 per cent greater than for the same period a year ago.

Ocean freight rates on wheat to the United Kingdom when compared as of April 6, 1923 to the average rates prevailing in 1913 are more favorable to the United States than to any other important exporting countries.

Export wheat prices in April, 1923 were higher

in United States relative to 1913 prices than in the other important wheat exporting countries, Canada, Argentina and India. Of the importing countries, Netherlands and Great Britain were maintaining the highest prices relative to 1913 for home-grown wheat with the lowest relative prices prevailing in Germany. The prices as compared are on a gold basis, that is, conversions have been made in each case to United States currency at prevailing exchange rates.

Modernized by Mice

Rodents Responsible for Transformation of Wheat Handling Methods in New South Wales from Old Sack Storage to Modern Elevator System

By A. W. FERRIN*

ÆSOP in his animal fables could find no greater contrast of strength and weakness than the lion and the mouse, and when he employed the house to aid the lion the moral that adorned the tale was that nothing is so small and weak that it cannot do some good. Australia has no lions, but it has mice enough, whose activities in the early days of the late war, whatever their intentions, have resulted in the establishment of a great concrete 6,000,000-bushel wheat elevator in Sydney and a state wide bulk transportation system which is gradually driving the jute bag back to India.

Up to the beginning of the war Australia had found satisfactory the time honored practice of bagging wheat on farms, shipping it in bags on railways, and loading it in bags into ships at Sydney, Geelong, Adelaide, Port Augusta and the other export points. Sometimes in large harvests much wheat had to be stacked at country stations or at country elevators without adequate protection, though not long enough to do much damage.

But in 1915 the Australian wheat crop broke all records, 179,000,000 bushels, of which about 125,000,000 was sold for export, most of it to the Imperial Government. War was on and ships were few. The wheat accumulated at the ports, until at Geelong and Darling Point the stacks of bags ran almost into miles. Rude roofs were placed on some of the wheat deposits, others were covered with tarpaulin, but millions of bushels were left exposed to the weather, and all, covered or uncovered, were the prey of myriads of mice. In mouse-trap trenches dug around the Geelong stacks as many as a ton of mice were caught in one night in 1915. Weevils also wrought havoc in the stored bags of wheat, and the British Wheat Board, representing the Imperial Government, had to send out a special engineer with special machinery to recondition the weevilly wheat.

The loss on the 1915-16 wheat crop was so severe that Federal parliament passed the Wheat Storage Act of 1917, giving the Federal Government power to finance the states in the construction of wheat elevators which until the onslaught of the mice of 1915-16 had been thought unnecessary. New South Wales was the first state to take advantage of the act, and so far has been the only state to enter seriously into bulk handling of wheat. The wisdom of adopting elevators is still being debated in other states and is not yet accepted unanimously even in New South Wales.

The complete New South Wales bulk handling scheme calls for the construction of 74 country elevators with a storage capacity of 15,400,000 bushels and a terminal elevator at Sydney with a capacity of 6,500,000 bushels. Twenty-eight of the country elevators were completed in the 1920-21 season and used in handling that crop and the crop of 1921-22, by which harvest the great Sydney elevators were also ready to operate. About two million bushels of wheat were handled by the elevators in 1920-21 and this record was doubled in 1921-22. It was expected that 59 country elevators would be ready for the 1922-23 harvest, with a storage capacity of 13,000,000 bushels. For the 1920-21 crop the railway commissioners of New South Wales (the N.S.W., railways are state-owned) converted 15-ton S trucks into improvised wheat cars. Subsequently a stand-

ard design, a 20 ton hopper-bottom, self discharging car, was adopted and numbers of them are manufactured in the state railway workshops for use in the 1921-22 and following seasons.

The 4,000,000 bushels of wheat handled by the N.S.W. state elevators in 1921-22 were a little less than 10 per cent of the whole wheat crop of the state and approximately 3 per cent of the entire Australian harvest, from which it is apparent that bulk handling in Australia is still in its infancy. Of the approximately 4,000,000 bushels of wheat received in 1921-22 by the terminal elevators 2,906,000 bushels were loaded by country elevators, 165,810, bushels were in bulk at stations without elevators and 922,681 bushels were received in bags at the terminals and bulked there for shipment overseas. The rest of the 42,000,000 bushel crop of New South Wales was handled in bags, as was practically all the crop of the rest of Australia, nearly 100,000,000 bushels. It cost the Commonwealth over \$2,000,000 for jute piece goods to be made into bags to hold this wheat. No bagging materials are grown locally in Australia.

As to relative cost of handling Australian wheat in bags and by bulk, developments have not yet proceeded far enough to permit satisfactory comparisons. The select parliamentary committee appointed to consider bulk handling in 1920 thought that there was little difference in cost between the two methods, but approved bulk handling on the ground that it would cause an important saving of grain previously lost in transit, and through ravages of mice, would afford better cleaning facilities and permit better grading which, in turn, would result in better prices for wheat in the world's markets.

It will be perhaps remembered that wheat in Australia was compulsorily pooled in Australia during and for two years after the war. The Australian Wheat Board ceased operations December 31, 1920, after which each state had its own pool independently, some of them compulsory, some voluntary. The New South Wales pool was voluntary in 1921-22 and the state leased the country elevator system to the agents of the voluntary pool. The pool paid these agents two and three-eighths pence per bushel for wheat handled through the elevators, out of which the agents paid the state one and one-half pence a bushel for the use of the country elevators and the working of the Sydney terminal elevators, retaining one and one-half pence a bushel for the cost of their country operations and the issue of certificates, etc. The two and three-eighths pence per bushel is supposed to have been something over the actual cost of bulk handling from farm wagon to steamship, but how far it went toward paying interest on the state's investment in elevators is not apparent.

But, apart from the question of whether bulk or bag handling is the cheaper per bushel handled, a recurrence of the mouse plague in 1921-22 convinced New South Wales that safe storage of wheat can only be provided by means of elevators, or silos, as the Australians call them, and it is reported that the state will expedite the completion of the remaining 20 odd country elevators called for by the original scheme. So far as the present writer is aware no definite steps have been taken by the other states toward the erection of terminal elevator, though such elevators have been talked

of for Geelong, Port Adelaide and Port Augusta.

The wheat handling problem in Australia is somewhat complicated by the great variation in harvests, due primarily to erratic rainfall. In 1915-16, for instance, Australia produced 179,000,000 bushels of wheat. An elevator system adequate to handle that crop would hardly have been fully employed in taking care of the 45,000,000 bushel crop of 1919-20. The disparity between seasons is even more striking in New South Wales than in the whole commonwealth. In 1915-16 New South Wales produced 66,765,000 bushels of wheat; in 1919-20 its production was only 4,398,000. An elevator system sufficient for an average crop would fail in a drought year to earn its interest and would not provide in a year like 1915-16 equipment to handle all the harvest. Furthermore, most of the Australian wheat goes abroad almost as fast as it is harvested, and the elevator system would be intensively active for three months and idle the other nine. These factors, tending to raise the cost of bulk handling above that in the United States have helped to delay general acceptance by all Australian states of the bulk system. But apparently the meek and humble mouse, which started New South Wales on the bulk handling road, will force the other states to follow, for he and his fellows can eat the profit out of a bumper crop in no time, if they are allowed to get at it.

THE IMPORTANCE OF BARLEY

While barley ranks only fourth among the cereal crops of the United States, being exceeded in value by corn, wheat and oats, it is becoming more important to American agriculture, even though production is not increasing at the present time. The average annual production of barley for the 10 years 1913 to 1922, inclusive, was about 193,000,000 of bushels. This is not a large quantity when compared with the production of corn or oats, but is sufficiently large to be significant. Much barley is grown outside the regions where corn does well and furnishes a grain feed for livestock in these regions. Barley gives a high return per acre in feed and the quantity fed on farms where grown is constantly increasing. Feeding is supplanting malting.

The acre yield has remained close to 25 bushels since the Civil War. The areas of production have shifted greatly during the years since 1910, and especially since the enactment of prohibition legislation. While the acreage is only slightly less, the geographical location is quite different. In those sections where barley was grown as a money crop the acreage has decreased rapidly. This has been balanced by an increase on scattered farms over the whole barley-growing areas of the United States for the production of feed. The present trend is toward less localization of production and greater farm use.

The most recent factor affecting the production of barley has been the prohibition of brewing. This came at a time when a very fundamental change in barley production was taking place. The high acre yield of barley in pounds of feed was being recognized in the increased acreage of the crop and in the percentage of the crop fed on the farms where grown. The percentage of the barley moved out of the country where grown was decreasing steadily before the prohibition of brewing. This legislation did not cause any abrupt change in this movement. The effect of the regulation has been less than might have been expected.

Barley is used for feeding, brewing, and pearling. For human food it is used chiefly in the form of pearl barley for thickening soups and for other purposes, and of ground barley for making food for infants. It has some uses, also, as breakfast food. Barley generally is considered about 90 to 95 per cent as valuable as corn for fattening livestock. Although it is a good feed for all stock, it should be crushed or rolled for sheep, hogs, and all young stock.

In general, the trend at the present time is toward an increase in the farm use of this grain for feeding stock. The very high acre return is gradually causing a higher appreciation of barley as a

*Late American Trade Commissioner in Australia.

feed crop. It seems probable that barley will be grown in the future on more farms and over a wider area in the United States, but less extensively in special areas than in the past. It is likely also that the proportion of barley consumed on the farm where grown will continue to increase.

FREIGHT SITUATION ON THE LAKES

Comment on the lake grain rate situation was recently made by James A. Richardson, vice-president of the Winnipeg Grain Exchange and head of James Richardson & Sons, Inc., following the publication of the report of the Lake Freights Commission, a summary of which is given on another page. Mr. Richardson's statement was as follows:

"As a shipper of grain, I have no desire to hold any brief for the boats or their chartering companies, but I think it is unfortunate that evidence was not given before the Royal Commission

that they paid from Buffalo to Montreal, or in settlements made with the buyers. These severe penalties represented losses to the exporters, but in no way did they come out of the farmer. They represented old business.

"The fact that a good part of last fall's shipments represented old business is evidenced by the fact that during the most acute congestion at the seaboard ever experienced in the history of the grain export trade on this continent the Winnipeg markets continued steadily to advance.

"The high freights that were paid to Georgian Bay last fall represented a small part of the movement. The freight on wheat from Fort William to Georgian Bay during the spring, summer and fall months averaged around 4 cents a bushel; the freight during the fall months taken by themselves averaged about 5 cents a bushel, and unquestionably when the demurrage charged by American ships was taken into consideration the average freight to Buffalo during the fall months was higher than the average freight charged to Georgian Bay.

"Before navigation closes it is customary for exporters to move across the lakes to Georgian Bay and Buffalo the balance of unsold stocks of wheat at the head of the lakes; this is done so this grain will be accessible to the seaboard, and can be sold abroad during the winter months.

"Last fall this unsold balance moved across the lakes on freight rates somewhat higher than usual. The exporter who brought this grain across the lakes expected to pass these charges on to the foreign buyer, but the foreign buyer refused to come up in his ideas, and from January 15 to the opening of navigation this year, it was impossible to sell for export a bushel of grain and get back costs on the basis of even a 4 cent rate to Georgian Bay ports. Consequently, if there was any money lost in high freights it was lost by the exporter, not by the farmer.

"Any exporters who did not suffer very severe

themselves if they are let alone, and as a result of the high rates charged last fall on the St. Lawrence, at least 45 new ships have come out and are coming out from British and French ports, and with declining costs of construction in English and Scotch yards there is no limit to the number of boats that can be brought out.

"With Canadian yards idle and English, Scotch and Belfast yards anxious for orders and willing to build ships on terms it would not appear that any legislation was necessary to insure fair freight rates. I would, however, approve of the Government taking whatever steps are necessary to put themselves in a position to temporarily suspend the coasting laws, if at any time it could be shown that rates to Canadian ports were actually diverting grain from Canadian to United States channels."

THE GREATEST FIRE HAZARD IN AN ELEVATOR

In a recent bulletin or "self-inspection card," sent out by the Grain Dealers Mutual of Indianapolis, the question was asked: "What, in your opinion, is the most hazardous feature from the standpoint of possible fires about an elevator?" The company received over 2,000 answers covering over 20 separate hazards. "Hot bearings" heads the list, with 600; "trash, dirt and dust" are next with 433; then another drop to 191 for "carelessness," 188 for "sparks," and 141 for "smoking." Other hazards mentioned, all by less than a hundred, include elevator stands, neglect, engines, stores, wiring, lighting.

HOW BLACK STEM RUST SPREADS

How a single hedge of common barberry can spread the black stem rust over a large portion of the adjoining territory is shown graphically by the accompanying map, which was drawn from an



JAMES A. RICHARDSON

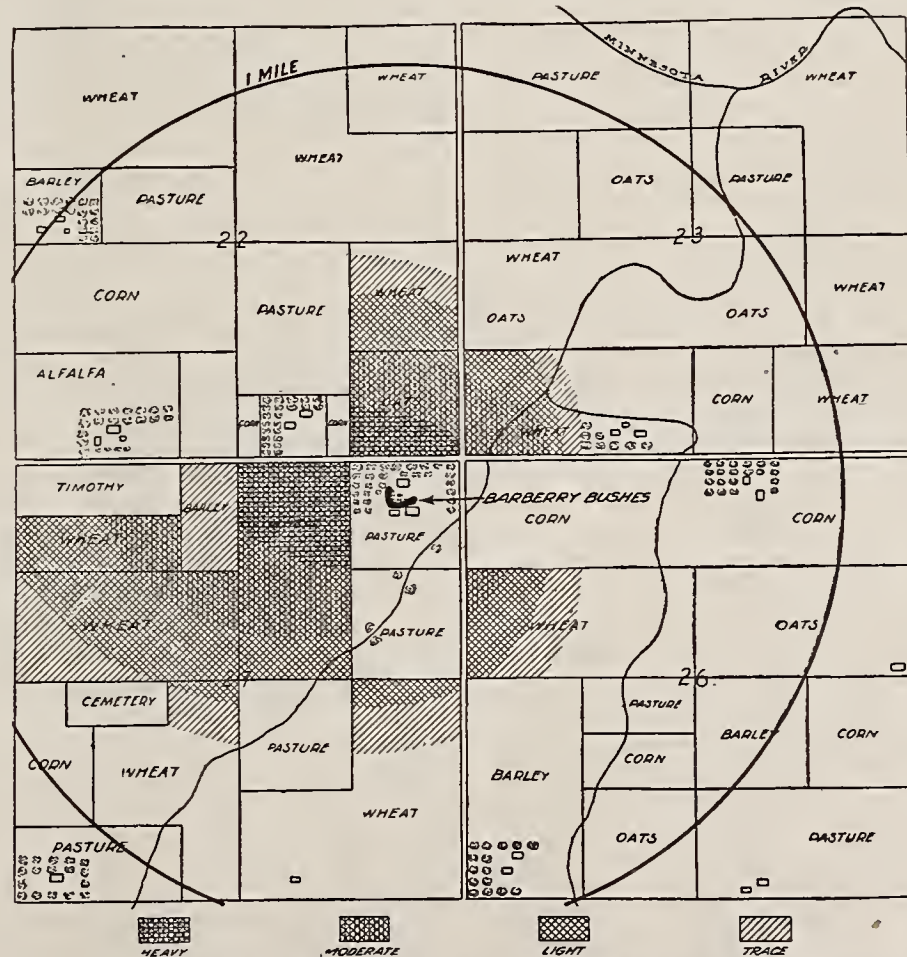
on lake freight rates that would have emphasized the cause of last fall's congestion on the lakes.

"This congestion resulted in losses, but these were taken by grain exporters, not by the farmers. I doubt if the farmers of the West actually lost one dollar through the higher freight rates paid last fall. The lake freightage is, of course, a part of the cost of the grain, and, in so far as new business is concerned, it has an effect on the price received by the farmer, but once exporters have made contracts for the grain they assume all the hazards of delivering it to its final destination across the ocean, and the transportation problem then belongs to the exporter, not to the farmer, and, in so far as old business is concerned, he is in no way interested in what happens.

"The difficulties that developed last fall were occasioned by the fact that more grain was sold to Europe for shipment during a specified time than our transportation facilities were able to take care of. Sales of grain to Europe were made all through the summer months; for a large part of this grain ocean freight was taken out of Boston, Baltimore, Philadelphia and New York, and exporters shipped their grain to Buffalo for forwarding to the American seaboard by rail.

"It was expected that the railroads from Buffalo east would be able to handle at least one thousand cars a day, but as an aftermath of the strike in the car shops it developed that the American roads from Buffalo east fell down to about two hundred cars a day. When shippers with contracts through United States Atlantic ports found it was going to be impossible to get their grain to the seaboard in time to fill their contracts they tried to protect themselves by moving this grain through Montreal.

"It was found impossible to move all the business through the Port of Montreal, and as there was more grain sold than could possibly be put through the exporters who sold this grain suffered heavy penalties either in the way of extremely high freights



MAP SHOWING SPREAD OF BLACK STEM RUST FROM A SINGLE BARBERRY HEDGE

losses last fall only avoided them by unusual foresight and resourcefulness. New York is the headquarters for the majority of the large grain export houses, and during the past year they have not only not made any money but they have unquestionably lost a very large proportion of the capital employed in their business.

"Commission control would certainly result in higher transportation costs. It is quite impossible to legislate freights to meet the changing adaptability of shipping interests to current conditions. Our economic ills have a peculiar way of curing

actual survey, and is taken from Circular 269 of the Department of Agriculture. It shows four sections of Sisseton Township, Roberts County, South Dakota, all infected either directly, or indirectly from the summer spores from infected wheat, from a single barberry hedge in the center of the map. As can be noted, the severity of the infection is in proportion to the nearness to the hedge.

WITH the appreciation of the German mark, the controlled price of the last installment of assessed rye is only 27 per cent below the level of the open

market. The Liverpool Corn Trade News reports that Germany has already received 480,000 bushels of rye from Russia. The new agrarian policy of Russia, abolishing grain requisitions, will probably have a stimulating effect on the agriculture of the country.

CHARGES OF CANADIAN WHEAT GROWERS UPHELD

BY ELMER M. HILL

The Canadian Royal Commission appointed to investigate charges of a freight-rate-fixing combine in the grain trade on the Great Lakes, has submitted its final report to James A. Robb, minister of trade and commerce at Ottawa, according to a copy of the report received by grain forwarding interests at Buffalo. The report of the Commission directs four grain carrying companies to "unscramble" and says they constitute a combination in restraint of trade. The companies involved are the Standard Shipping Company, which chartered space, the Canada Steamship Lines, Ltd., the Great Lakes Transportation Company and the Matthews Steamship Company. These shipping lines supply boats for carrying grain from Fort William and Port Arthur at the Canadian Head of the Lakes to eastern lake ports including Port Colborne and Montreal.

The report constitutes a unanimous finding signed by all three commissioners, Dr. S. J. McLean of Ottawa, chairman; Levi Thompson, K. C., of Qu'Appelle and General L. T. Tremblay of Quebec City. The report has been eagerly awaited by the large grain shipping interests in the Canadian Northwest and the eastern Canada elevating companies, who have been loudly demanding prevention of a recurrence of alleged extortionate rates charged for the carrying of their grain last fall.

Four important recommendations are made by the Commission to the Dominion Government;

First:—Supervision of rates charged for the transportation of grain between Canadian lake ports, be placed in the hands of the Railway Commission, or some other independent commission, with the assistance of advisors and experts, the Commission to establish maximum rates, and to rule that any rates charged in excess of these shall be deemed illegal.

Second:—Power should be placed in the hands of the governor-in-council to suspend the coasting laws whenever thought necessary.

Third:—All vessel brokers or agents engaged in chartering space for grain be prohibited from writing cargo or outturn insurance.

Fourth:—All vessel brokers shall afford grain dealers a detailed statement showing the space, date of shipment and destination for carriage of such grain charter entered into each day.

"It seems clear," the Commission says, "that competition on the Canadian side is not nearly as keen as on the American side. In fact among Winnipeg brokers it is almost non-existent; but the natural explanation of this is the absence of any real or active competition among the upper lake vessel companies by whom the brokers are employed. So long as there is a practical monopoly of that traffic in the hands of three or four companies, who find it so easy to get together to arrange rates, there is not likely to be very serious competition among the brokers."

Grain shipping companies in the Canadian Northwest have long complained against alleged excessive rates charged by certain Canadian vessel owners and brokers. The situation became so acute last fall that an appeal was made to the Dominion Government to suspend the coasting laws so that American ships could trade between Canadian lake ports and this step was taken by the Canadian Government but owing to the large amount of grain to be handled for American companies and Canadian grain destined for Buffalo from the head of Lake Superior, few American-owned lake grain carriers engaged in the Canadian trade between Canadian ports.

One result of the complaint lodged by grain shippers in the Canadian Northwest was the ap-

pointment of the Royal Commission to investigate the problem faced by grain growers and shippers. Hearings were held at many points during the winter and a great mass of testimony was taken which tended to confirm the charges of the grain growers. The report of the Commission filed with the Minister of Trade and Commerce, James A. Robb at Ottawa, is considered a severe attack upon Canadian grain transportation lines on the Great Lakes and it is believed the report will have the desired effect—that is, reduce grain carrying charges from Port Arthur and Fort William at the Canadian head of Lake Superior to eastern lake ports, largely Port Colborne and Montreal.

Many grain shippers in the Canadian Northwest are said to have found it cheaper to ship their grain to Montreal via Buffalo in American owned steamships, have the grain elevated at Buffalo and re-loaded at Buffalo into American-owned ships of Welland Canal size for re-shipment to Montreal. This situation has been a big factor in causing a congestion at Buffalo and is reported to have been largely responsible for the long delays at Buffalo elevators last fall. Although the freight car shortage and the difficulty in moving the grain East from Buffalo contributed to the delays.

The report was "tabled" when it was presented to the House of Commons at Ottawa. Just what action will be taken by the Dominion Government has not yet been determined but there is a general feeling in lake grain circles that many of the recommendations in the report will be followed by the Government and steps will be taken to prevent a recurrence of the alleged excessive freight rates which have been such a big burden to the Canadian grain interests.

"JIM DUNN"

BY HOOZUS

Jim Dunn, who runs the elevator at Sperry Siding, says: "Champ Braine dropped in th' other day, an' th' first thing he begins t' kick 'bout th' hard time he's a'havin' a'buckin' th' co-ops at his place. 'They got me handicapped, Dunn,' he says, 'cause most o' th' grain has t' pass their elevator t' get t' mine.'

"I listens t' him awhile, an' then I says t' him, I says: 'Champ! th' trouble's with you. Ya don't use that mixture ya got inside your skull. Can't ya see I'm up against th' same thing; but it don't bother me none. Here's how I get around it. When th' farmers start movin' grain pretty smart, I posts my man, an' then I slips out t' th' blacksmith-shop at th' cross roads, jest at th' edge o' town, an' loaf with Bill there for a spell.

"'When a load comes along, an' I see it's good stuff, I say t' th' farmer: 'I s'pose long's ya're passin' ya'll want t' stop at the co-op's; but ya've got some good stuff there, an' I'll give ya a cent better'n they offer ya.' Course I've found out afore hand what they're a'payin'. When a load o' poor stuff comes along I let 'em have it. That way I get th' pick o' th' grain an' get th' last chance at it, an' th' farmer he's satisfied, 'cause he gets a chance t' try both places. Another thing, Champ, ya see I ain't a'playin' th' hog—I let th' co-ops get all th' poor stuff. But I only do this,' I says, 'when th' grain is comin' in free. When it's a'comin' in stragglin' I let it alone, 'cause then everbuddy is a'payin' too much.'

"Champ he brightens up after that, an' says he reckoned he'd be a'startin' home, an' I figger I made him feel better, ennyhow."

LITTLE TIPS FROM "JIM DUNN"

There's some mighty good fellers in th' grain bizness, an' mebbe ya could add another if ya'd give yourself a overhaulin'.

Don't kick 'cause th' other feller is a'gettin' th' bizness. Pat him on th' back an' find out how he's gettin' it.

Th' farmer that's allus in town a'tellin' what he's a'goin' t' do, mostly allus don't get it done. There's some elevator men that farm th' same way.

If ya've got a lot o' enemies in th' bizness, don't be a'tellin' everbuddy about it. Think about it—mebbe th' trouble's boardin' with ya.

Big bizness oughta make a study of co-operative

companies, an' learn somethin' 'bout financin', 'speshly th' way they manage t' defer bankrupcy.

Some fellers read Shakespeare, an' others jest read th' funny papers; but a grain man that don't take a trade paper'll be readin' a "For Sale" sign on his elevator some day.

When ya hear fellers sayin' they're goin' t' lock up an' go fishin' 'cause there's nuthin' movin', ya can make up your mind there'll be somethin' movin' soon. It'll be them.

INTERNATIONAL SITUATION OF WHEAT

The Department of Agriculture estimates that the reduction of 2,377,000 acres in the Winter wheat area in the United States for 1923 as compared with the area in 1922 has been more than made up by increases in India and in some of the European countries. The total area of all wheat reported to date, in the Northern Hemisphere (18 countries) for the harvest of 1923 is 128,905,000 acres, an increase of .4 per cent over the area in the same countries last year. These countries represent 61 per cent of the total area of wheat reported in the crop year 1922-1923 and about 70 per cent of the area in the Northern Hemisphere. The wheat area of Europe outside of Russia, including all important countries excepting Hungary and Germany reported to date shows a net increase of 700,000 acres. On the basis of average yields per acre in these countries this increase would produce 11,000,000 bushels. The yields in many European countries last year were below the average, but reports this year indicate that thus far prospects are good for yields above the average. It seems probable therefore that there will be an increase in European production that will at last make up for the prospective decrease in production in the United States.

A considerable increase is reported in the fall sown grain of Russia and a considerable increase is expected in the spring seedings. In the Southern Hemisphere seedings are in progress with prospects for some increase in area in Argentina.

India has already harvested a record crop. Whereas India imported wheat in 1920-21 and last year exported only 9,000,000 bushels, she has an exportable surplus this year of at least 60,000,000 bushels and possibly 105,000,000 bushels of wheat.

Present indications are that there will be at the end of this season a larger carry-over of wheat in the United States than there was last year. Beginning the year with a supply estimated to be about 28,000,000 bushels greater than at the beginning of the year 1921-22, on March 1 stocks exceeded stocks as of the same date last year by 47,000,000 bushels. In the first 10 months of the season the United States has exported only 195,000,000 bushels as against 247,000,000 bushels in the same period last year. The exports in March and April of this year amounted to only 21,000,000 bushels as against 25,000,000 bushels exported in the same months last year. This would indicate that unless exports during May and June greatly exceed last year, which amounted to about 33,000,000 bushels, the stocks at the beginning of the crop year 1923-24 will be much greater than the stocks at the beginning of last year.

The deficiency in exports of wheat from the United States is being made up in part by an increase in exports of rye which in the 10 months, July to April, increased from 19,000,000 bushels in the same period last year to 42,000,000 bushels. The United States has had to meet increased competition from other countries, especially Canada which harvested a record crop last year. Our exports to most of the European countries have been less than last year. Only France has taken more wheat from the United States. Germany has taken more rye but less wheat. The United Kingdom has taken more wheat from other sources, principally Canada and Argentina, and less from the United States.

The world's supply of wheat for this year was very evenly balanced with that for last year but it was distributed differently, there was a larger deficit in Europe and a greater exportable surplus in exporting countries outside of Europe.

European imports of wheat and flour are running

ahead of last year but not far enough ahead to make up at the end of the year for the deficit in the European production in 1922 as compared with 1921. The imports for the first seven months, as compiled from reports of the International Institute, from August 1, 1922 to February 28, 1923 exceed the imports for the same period last year by about 5,000,000 bushels. The same percentages of the total imports to date this year as last would amount to 524,000,000 bushels as against 517,000,000 bushels imported last year. Broomhall estimates Europe's purchases for the year at 608,000,000 bushels. Shipments to European states for the first 39

weeks of the year, as reported by Broomhall, in comparison with the average shipments for the same period of the previous six years, indicate the same figure. The above figures indicate that Europe may be expected to import between 524 and 608 million bushels of wheat. To balance last year's available supply in Europe and to take from exporting countries the exportable surplus it would be necessary for Europe to import about 693,000,000 bushels. Therefore it seems probable that at the end of the year there will remain larger stocks of wheat for the beginning of the year 1923-24 than were available at the beginning of the year 1922-23.

more, 4 per cent of all wheat; smutty wheat, discounted 2 to 15 cents; rye in wheat, discount 3 to 5 cents; 1,600,000 bushels from July 1, 1922 to April 30, 1923; bleached wheat and yellowberry in poor demand and discounted according to percentage present each season. As to Dockage, the bulletin says:

"A large part of the dockage in wheat from the Southwest consists of sand, dirt, weed seeds, weed stems, chaff, and straw. Dockage also includes some undeveloped, shriveled and small pieces of kernels. The records of the office of the Kansas City Federal grain supervision for the years 1919, 1920 and 1921 show that out of 7,674 cars of Hard Red Winter wheat inspected

- 514 carloads contained 1 per cent dockage
- 105 carloads contained 2 per cent dockage
- 61 carloads contained 3 per cent dockage
- 23 carloads contained 4 per cent dockage
- 5 carloads contained 5 per cent dockage
- 8 carloads contained 6 per cent or more dockage

"This dockage is worse than loss as it has no money value; it takes the same freight rate as wheat; and part of it might make good chicken feed if kept at home. Figuring that all wheat de-

Interesting Facts About the Wheat Crop

Some of the Factors Influencing Grades, as Taken from the Records of Hard Red Winter Wheat Marketed at Kansas City

OF THE many bulletins circulated by the Southwestern Wheat Improvement Association, one of the best is a recent issue, "Handling Wheat from Field to Market." Most of the bulletins, naturally, are particularly useful for farmers, but this latest one touches the grain dealer so closely that the following extracts from it will be appreciated. The entire bulletin may be had upon request to the Association, 205 New York Life Building, Kansas City, Mo. The bulletin says, in part:

"It seems like poor business to spend time and money in producing a wheat crop and then when it has matured lose part of the quality and profit through damages due to poor handling. According to data shown in this bulletin, the average annual loss in the states of Kansas, Nebraska, Oklahoma and Texas, on account of the various forms of damage occurring to wheat between the time it matures and the time it reaches the market, amounts to approximately \$5,000,000 or 2 cents on every bushel grown. The loss in Kansas alone amounts to more than \$2,500,000 each year, or 27 cents on every acre harvested.

"The following figures, secured through the courtesy of E. L. Morris, of the Kansas City office of the Federal grain supervision, indicate some of the losses through low grades. A total of 54,837 carloads of wheat were inspected and marketed at Kansas City from July 1, 1922, to April 30, 1923.

- Grade No. 1—1,040 carloads
- Grade No. 2—16,139 carloads
- Grade No. 3—20,214 carloads
- Grade No. 4—9,128 carloads
- Grade No. 5—2,667 carloads
- Sample Grade—5,649 carloads

"The first three grades are considered as good milling wheat, but that falling in grades 4, 5 and Sample are inferior and sell at from 2 to 12 cents a bushel under grade 3. These figures show that 32 per cent of all wheat delivered in Kansas City, between the dates indicated, fell below grade 3.

"Data furnished by the Kansas City office of the Federal grain supervision, based on 7,669 cars of Hard Red Winter wheat handled through their office in appeals and for checking purposes, received on the Kansas City market during the years 1919, 1920 and 1921, show the following per cent of inspections grading No. 2 or lower:

"Almost 68 per cent was graded down one grade or more on account of low test weight per bushel. One grade difference in test weight equals at least two cents a bushel difference in price.

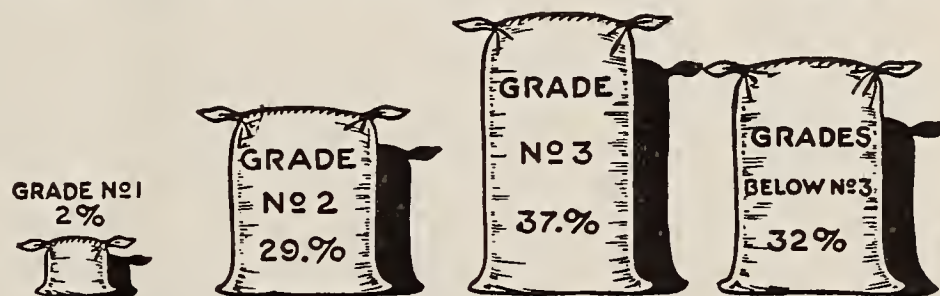
"Over 11 per cent was graded down one grade or more on account of excessive moisture—damp wheat, heat-damaged, sprouted, musty, sour and hot wheat.

"Over 2½ per cent was graded down one grade or more on account of rye.

"Almost 3 per cent was graded down to Sample grade on account of live weevil or other insects injurious to stored grain."

There is nothing more serious or detrimental in the milling of wheat than the presence of heat-damaged kernels. "Bin burnt" and "stack burnt" wheat is caused by fermentation which takes place when damp or wet grain is stored in a bin or stack.

Heat-damaged wheat when present even in quantities of 1 per cent or less imparts a bitter taste and dark color to the flour. As little as 3 per cent of heat-damage will lower the selling price from 5 to 15 cents per bushel, depending on the degree of damage. There is no way of removing



PROPORTION OF GRADES OF HARD RED WINTER WHEAT AT KANSAS CITY

these damaged kernels from sound wheat and it is objectionable to mix them with sound wheat even in small quantities.

Heat-damaged wheat has been the cause of enormous losses during the past few years, not only to producers but also to grain dealers and millers. The following information was secured through the office of the Federal grain supervision, Kansas City, Mo., and indicates the enormous losses due to heat-damaged wheat.

Receipts of all wheat inspected on the Kansas City market for the six-month period, July 1, 1922,

livered to the Kansas City market, between July 1, 1922, and April 30, 1923, contained dockage at the rates indicated, it would represent 91,900 bushels of dockage. The freight on this alone, at 10 cents per bushel, would amount to \$9,190."

MAYBE NEW, MAYBE NOT

A foreign journal tells us that a well-known British milling firm has discovered a new grain from Panama of extraordinary weight and yield. One of the company's experts has gone to Panama

Month	Per Cent	Bushels
July	15.5%	66,000,000 bushels
Aug.	12.5%	123,000,000 bushels
Sep.	17.1%	117,000,000 bushels
Oct.	13.5%	91,000,000 bushels
Nov.	9.3%	62,000,000 bushels
Dec.	9.5%	44,000,000 bushels
Jan.	5.2%	36,000,000 bushels
Feb.	3.7%	25,000,000 bushels
Mar.	3.5%	23,000,000 bushels
Apr.	3.4%	23,000,000 bushels
May	3.6%	24,000,000 bushels
June	3.2%	22,000,000 bushels
Total	100%	Average Monthly U.S. Wheat Movement Past 5 Year Period—1917-1921; Annual Average 686,000,000 bu.

WHEAT CROP AS MARKETED AT KANSAS CITY EACH MONTH

to December 31, 1922, showing a total of 41,379 cars.

On account of heat-damage, 1,841 cars graded down one grade or more. This is at the rate of 4½ cars of wheat infested with heat-damaged kernels for each 100 cars, or a total of 2,200,000 bushels.

"On this basis, approximately 11,500,000 bushels out of the combined average annual wheat crop of Kansas, Nebraska, Oklahoma and Texas is infested with heat-damage. And at an average discount of 10 cents a bushel for heat-damaged wheat, this wheat was worth fully \$1,115,000 more at cutting time than at the time it reached the market in its damaged condition."

Other reasons for discounting wheat and the approximate amount of each kind received at Kansas City are: Musty wheat, discount 3 to 15 cents a bushel, 2 per cent of all Hard Red Winter wheat received; sprouted wheat, loss of one grade or

to investigate on the spot and report on the discovery. The grain grows in clusters of husks or shells. This last fact, coupled with the statement of extraordinary yield, makes us doubt whether this new grain is not one of the many forms of sorghums that have fooled farmers and millers for the last 40 years or more.

A miller once told us that in his vicinity (Tennessee) a new grain, known as "Pearl" or "African wheat," yielded 110 bushels per acre. He sent us samples of the grain and flour. The grain was beautiful, but was one of the sorghums; the flour was poor stuff, compared with wheat flour. It would do for griddle cakes and possibly for crackers, though we don't know about this last. Mixed with wheat flour it made pretty good biscuits; but it was not a bread flour. And the same sort of sensation is sprung now every two or three years, the new grain always turning out to be a sorghum.



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We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., JUNE 15, 1923

FARMERS GETTING WISE

EVEN the American Farm Bureau Federation is waking up. It has finally learned that we cannot legislate value into grain when the intrinsic value, based on economic law, is not there. The farm bloc was all set to back Senator Gooding's Minimum Wheat Price Bill in the next session of Congress, but Gray Silver, Washington representative of the Farm Bureau, has written Senator Capper a letter which may take from the Price Bill all support except from the most radical element and that, as yet, has little real power. Mr. Silver wrote:

Without the incentive or opportunity to trade and with no reason for organizing, the result would be that the minimum price would become the maximum price, for there would be no active force to remove it from its starting point. The farmer would lose all individual initiative, all ability and incentive to trade or barter, and he would become a victim of an autocratic system of business and price fixing which would make him, in effect, a ward of the Government, whereas by the present method we are seeking to develop a democracy that gives the widest opportunity to agriculture to compete.

If, in addition to having to meet organized groups who price their own products, were we to provide for governmental stabilization by the method proposed in any of the bills now in Congress, the farmer would find himself between the arbitrary price fixed by the groups and the arbitrary price fixed by the Government. Since he is approximately one-third of the total population, he would be in a position of having his customers, the other two-thirds of our population, after pricing their own goods, sit in with him and, with their majority vote, determine the price.

This letter shows a distinct advance in thought and understanding from the time the Farm Bureau Federation enthusias-

tically formed the U. S. Grain Growers, backed the original Capper-Tincher Bill, and in other ways managed to get off on the wrong foot. Officially the Federation is still back of the Grain Growers, but the enthusiasm of the thoughtful element has departed. The radicals in the Federation managed to put over the co-operative marketing bills in the various states, but these bills did not have support of real leaders and will do more to disrupt the Federation than anything that has been done yet. Out of the debris may come a sane, conservative leadership that will get the farmers somewhere upon the path of progress, but the first step will not be made until the economic revolutionists have been effectually squashed.

PATIENCE IS ALWAYS REWARDED

CONGESTION at Buffalo last fall led to conditions in lake freight circles that called for an investigation by a Canadian Parliamentary committee. The committee has submitted its report with suggestions for remedying the evils in lake conditions. But already the evils are on the way to being corrected.

They grew out of high rates due largely to lack of competition in Canadian shipping. Capital was interested and already 10 new vessels have been launched in Great Britain for service between Buffalo and Montreal. This will supply the needed competition in the East. If the Government keeps its hands off the shipping business there will undoubtedly be new boats put in service from the Head of the Lakes and then all the causes of complaint will vanish over night. Competition kills excessive prices in any commodity always, if given time, and does it much better than politicians could do.

LOSSES IN GRADE

EVERY grain shipper has to figure on a certain amount of loss each year on loss of grade at the terminal or other inspection market. Too often the country shipper deliberately over grades to the farmer in order to get his grain away from a competitor. If overgrading brings enough grain to the house to lower the average overhead charge by more than the loss of grade then overgrading is justified, otherwise it is not.

The grades for Hard Red Winter wheat at Kansas City were shown in a recent bulletin of the Southwestern Wheat Improvement Association. The figures are reproduced on another page of this issue, and show that 32 per cent of all wheat on this crop was below grade No. 3. If you have been buying less than 32 per cent under No. 3, it would be wise to check up and see how much your grade losses actually are. Perhaps the result will surprise you.

Another record, as shown in the bulletin, that may be of interest, relates to dockage. At 10 cents a bushel the freight on dockage alone from the wheat shipped to Kansas City on this crop was \$9,190. If you check up your dockage returns, you may find that a good wheat cleaner would pay for

itself in freight saved. Every dealer can determine for himself his annual losses from these and other causes. Unless he has these facts concerning his business, he is in no position to go about putting his operations on a profitable basis. Get the facts, and then act.

THE WHEAT CONFERENCE

AFTER discounting the call of seven governors and other politicians and farm leaders for a wheat conference, by the usual 90 per cent for political bunk, there remains the possibility of 10 per cent of good from the meeting. Of course, politics may run well over the 90 per cent, and this, with the economic ignorance of the average publicity seeker, may change the possible good 10 per cent into a material amount of harm to the farmers and grain dealers of the country.

The list of the "committee" which issued the call for the conference, with one or two exceptions, does not inspire much confidence. The very fact that this call for help was sounded for all the world to hear just at the beginning of our new crop movement discourages the belief that farmers will derive much benefit in the way of higher prices for their wheat. It is a notice to all concerned that we have distress stocks for sale, and distress stocks usually go on the bargain counter.

There will be a certain amount, perhaps a great deal of publicity attending the meeting. This may be of some aid in furthering the "Eat More Wheat" campaign, and may be the largest contribution the conference will make to farm prosperity.

The hope of the conference is that enough level-headed business men will attend to counterbalance the political element. If such representation is present discussions may be kept within channels which will not prove disastrous to the farmers' interest and they may arrive at a practical solution of the questions before the conference without frightening away every prospective wheat buyer in the world. To accomplish this, the situation will have to be handled with gloves, and not with the pitchfork with which the call was sent out.

A GRAVE CHARGE

BBRITISH millers have made the charge that Canadian grain, shipped through American ports but sold on Canadian certificates has been mixed with inferior American grain before shipment. The Canadian Government has taken the charge seriously enough to send officials to England to obtain samples at various British ports, arriving from both the United States and Canada.

If this charge proves to be more than anti-American propaganda, the exporting trade needs a housecleaning. Neither the American grain trade nor American shipping have such vast foreign demand for their services that we can afford to alienate any part of the buying power of Europe operating through our ports. On the other hand, there is a

considerable anti-American group in England, just as there is an anti-British group in this country, led or misled by the Hearst newspapers, which would be quite capable of starting a story of this sort with only the most casual gossip as a basis. So the report is nothing to get excited over until it is substantiated. If that time comes we will need some nice new brooms.

TAKING THE WIND OUT

SENATOR LA FOLLETTE'S transportation conference at Chicago took steps to have the railroads revalued at their cost figures. The fact that the Government has already spent some \$23,000,000 in valuation work, and that it would be practically thrown away, made no difference to the conference. It is the public's money, so the politicians can spend all they please in the alleged interest of the country.

In this connection, however, the U. S. Supreme Court has just rendered a decision which makes the action of the conference somewhat abortive, in the case of the *State of Missouri vs. Southwestern Bell Telephone Company*. This decision was to the effect that public utilities are entitled to a fair return upon the reasonable value of their property at the time it is being used for the public. This is a reiteration of the decision in the Minnesota rate case: "The making of a just return for the use of the property involves the recognition of its fair value if it be more than its cost. The property is held in private ownership, and it is that property, and not the original cost of it, of which the owner may not be deprived without due process of law."

The decision upsets the attempt by the conference to disregard present values, but that will not trouble the politicians. The whole conference was merely a gesture to call attention to the pretty picture of themselves standing in defense of the dear public against the onslaughts of the railroad barons. They are making a desperate effort to revive the railroads as a political issue, where it has been for many years, but the public is beginning to recognize the railroads as an economic problem and not as a demagogic target.

LOSS AND DAMAGE CLAIMS

DURING 1922 American railroads had 2,200,000 loss and damage claims representing \$48,000,000, or 1.12 per cent of gross freight revenue, as against claims for \$96,000,000 in 1921, and a percentage of 2.42 for the four years 1918-1921 inclusive. In 1919 and 1920, when the railroads were under Federal control, the number of claims were, respectively, 4,300,000 and 4,800,000. In 1921 they were reduced to 2,600,000.

The subject of loss and damage is close to the grain trade, for the total of grain claims during the year is enormous. Too many of such claims are not allowed on account of defective records or inadequate weighing facilities. Perhaps the trade is no more slipshod in its methods than are other lines of

business, but it should be far above the average because transportation enters into the great majority of grain transactions, and both the weighing and the shipping record should be clear in every case. So much for the collection of claims when losses occur.

The American Railway Association has adopted the motto, "Cut Loss and Damage in Half—It Can Be Done." Every dealer can well afford to adopt the motto and to that end, while there is yet time before the house fills up with grain, look over your loading spouts that they do not leak; your scales, that they register correctly; your bin valves, that they hold back no grain. Then register the intent to carefully examine every car offered and to cooper and even line the car if conditions warrant. Every bill of lading will be written legibly without abbreviations, and every shipment will be recorded properly. If these matters are attended to the losses will be more than cut in half, and those which occur will be collectible.

GOOD YIELDS IN PROSPECT

ACCORDING to conditions of June 1, as estimated by the Department of Agriculture, we will have a wheat crop this year of 816,580,000 bushels, of which 580,541,000 is Winter and 236,039,000 Spring wheat. The carry over from the 1922 crop is estimated around 100,000,000 bushels, giving a total to be disposed of during the next year of about 917,000,000 bushels. Over 30 per cent of the Spring wheat acreage is in Durum, so some 70,000,000 bushels can be deducted from that total of milling wheat, but it must enter largely into our estimates of exports, for American Durum is in demand in Italy and France and will comprise a large share of our exports to those countries. On the other hand the indication is for a rye crop of only 72,473,000 bushels, which is 23,000,000 less than was harvested last year.

The principal losses in wheat prospects during May occurred in Kansas and Texas, where 10,000,000 and 2,000,000 bushels less respectively, is looked for. Gains were recorded in Ohio, Indiana, Illinois, Missouri, Nebraska, Colorado and the Pacific States, so that the loss for the country was only 8,000,000 bushels of Winter wheat during the month.

The June 1 prospect for oats was 1,256,456,000 bushels or 41,000,000 more than was harvested last year. Barley promises 196,110,000 bushels, 10,000,000 more than was harvested last year.

In this connection it is interesting to note that in the 10 years 1912 to 1921 inclusive, only in three years has the outturn of Spring wheat been greater than the June 1 estimate and the average final has been nearly 30,000,000 less than the estimate. For oats during the same period the June 1 estimate has been about 85,000,000 bushels less than the final, and barley about 1,000,000 less.

Radio improvements continue to force attention. A system has been perfected whereby private conversations can be held which are not understandable to anyone

listening in. The system has been in practical use for a year between Los Angeles and the Catalina Islands. A radio outfit is a practical necessity in every elevator now, and it will not be long before it is considered essential in every home.

RANDOM RESOLUTIONS

GRAIN conventions have contracted an unfortunate habit of passing resolutions on matters that they know nothing about, and then sending their effusions hither and yon, as an expression of the united grain trade. Usually these resolutions find their place in congressional or legislative waste baskets, along with other junk, and too often they deserve no better treatment. Occasionally, however, grain conventions take serious and thoughtful action on a subject with which every member is conversant, but these usually receive the same scant consideration as the others.

As a matter of fact, a resolution addressed to a legislative body by a grain dealers convention should be a serious matter, an event of importance which would make our legislators sit up and take notice. At present the resolutions of this caliber are simply drowned in the flood of meaningless manifestoes that issue forth.

A case in point is found in the resolutions of the southwestern associations this year in regard to railroad consolidation. How many grain dealers are there who are qualified to say whether consolidation is wise or not? And yet Kansas and Oklahoma and Texas dealers all sat in solemn judgment and decided for or against, depending on whether the pro-consolidation element or the state railroad commissions were more strongly represented at the convention. It was all rather farcical.

Grain dealers are not peculiar in this respect by any means. Whenever a bunch of Americans get together they pass resolutions. It is their favorite indoor sport. So the opportunity lies with the grain trade to start an innovation in American gatherings. Let them pass resolutions only upon subjects which they know something about.

PAYING MUCH FOR NOTHING

DEPARTMENT of Agriculture investigators have demonstrated conclusively the advantages of extracting dockage and foreign material from wheat at its source, that is on the farm when the grain is threshed. In 1922, in the samples of Spring wheat gathered by the Department, the dockage was found to be 13.1 per cent. This dockage cost the farmer \$1.69 per acre to raise, figured on the North Dakota cost per acre of \$12.94 in the year 1921, or on the 18,639,000 acres of Spring wheat, dockage cost \$31,509,910. This would pay off a great many mortgages each year in the Spring wheat states.

In 1922 the production of Spring wheat was 270,007,000 bushels. The dockage on this crop was 35,370,917 bushels. As the average freight rate from Spring wheat coun-

try points to the terminal is .27 cents per hundred or 16.2 cents per bushel, a further charge against the farmer of \$5,720,088.55 resulted or will result from the 1922 crop. If the discount on grade for this dockage amounts to only 5 cents a bushel, and it is probably more than that, the farmer must add \$13,500,350 to his dockage charge.

This enormous expense can be eliminated in large measure by cleaning wheat at the thresher. A cleaner has been devised which will take out practically all dockage, leaving the farmer clean seed, dockage-free market wheat, and a large amount of feedingstuff. This latter will grow less year by year, but as the weed seeds decrease in volume the wheat yield will increase, to the further profit of the producer.

In spite of these impressive figures it is going to take the Department many years to bring about a general sentiment in favor of cleaning at the thresher because, forsooth, the volume of so-called wheat the first year will be reduced 13.1 per cent. We refuse to see more than one season ahead.

EDITORIAL MENTION

Perhaps the driveway got its name from the fact that so many of them are constructed so badly as to drive away trade.

Reducing the fire hazard by large amounts is managed by being careful in small things. Negligence causes most of the fires.

With the Bulgarians again in arms and further Balkan complications imminent there will be new problems for the international grain trade.

Economists are meeting to discuss, "How can we conserve prosperity?" Why not have Congress pass a law forbidding prosperity to leave us.

The grass and weeds which now look so fresh and green around the elevator will soon be dry, and make a nice place to start a fire if a spark lights in it. Clean up.

The world has been at the old stand for thousands of years, and yet we haven't learned that man's laws are impotent when in conflict with Nature's laws.

Just because the North Dakota Grain Grading Act was held to be unconstitutional, bondsmen for J. G. Mundy at Mylo, whose elevator business is insolvent, held that they are not liable. Freak legislation does not affect common law equity and never will.

The question of farm labor is proving a problem not only in this country but throughout the world. Wages have advanced in most countries from 50 to 100 per cent, and labor leaders are trying to arrive at some plan whereby the eight-hour rule can be applied. As a rule farm labor is found to be better off, so far as general living conditions are concerned, than labor in other

industries, in spite of long hours and comparatively low pay. Their living is assured, and that makes up for a vast difference in the pay envelopes.

What has become of the old-fashioned Malthusian theory that population increases so much faster than possible food supply that the world will starve?

The raisin pool is reorganized and a new contract is in force which allows the producer and not the pooling company to hold the bag if the market becomes glutted.

Vancouver is running Montreal a close race for tonnage handled through the port. Someone must have heard Horace Greeley's famous advice, "Go west, young man, go west!"

After the scientists have eradicated black rust by the destruction of all barberry bushes, they might search out and destroy the host plant which nurtures the political demagogue.

Immediately after the war England sold its excess shipping for about \$200 per ton. It is doubtful if the United States could get \$25 per ton and we won't get that unless the ships are sold soon.

We are finding out that barley is more profitable when used on the farm as feed, than when it was converted into malt. This seems too bad as it deprives the wets of one of their strongest arguments.

Farmers in Idaho proved to their satisfaction this year that it doesn't always pay to hold. Those who sold their field seed this spring received from 2 to 4 cents a pound less than those who sold last fall.

When the bucket shops are all put out of business, there will be far less criticism of legitimate grain and stock exchanges. These organizations are leading the present fight against the bucket shops and they have already closed up many of them.

State colleges in many of the grain states are offering short courses for elevator managers and it is a pity more do not attend. The colleges can tell the oldtimers little about practical handling of grain, but they can tell aplenty about keeping records, grading and seed testing. The day is long past when the bank book solves all the bookkeeping problems of the grain dealer.

Williamsville, Ill., has opened up an interesting point of law. The village has passed an ordinance which requires the consent of property owners within 320 feet before a new elevator, now under construction, is operated. The town has a farmers' elevator and it is feared that another house will divide the business to the point of making both unprofitable. A test case will doubtless determine how far a town may go in restricting business buildings, and whether an elevator can be classed as a potential nuisance. The opposite side of this picture is quite common.

Farmers elevator companies have built many houses in towns already well supplied, but they do not like it if an independent elevator intrudes on their territory. The law will work both ways.

Western Canadians are certainly bullish on the Dominion, judging from the construction of elevators that is taking place. The only bearish factor in the Canadian West is the tendency to put the Government in business.

Before the war Russia and the Balkan States supplied over 52 per cent of the world's export grain. Since that time the average exports from the United States and Canada have increased 135 per cent. There is little likelihood that the old proportions will be established for at least 10 years, and it may be nearer 20.

If we could increase domestic consumption of wheat to the average that France maintains, we would have no exportable surplus. The United States consumes at present 5.3 bushels of wheat per capita; Austria consumes 5.5 bushels; Spain, 6.1 bushels; France, 7.9 bushels; Belgium, 8.3 bushels; and Canada, 9.5 bushels.

The American Wheat Growers Association is headed by a lawyer, William J. Brown, of Thief River Falls. This is a wise move, providing the Association intends to make money by making its members live up to their contracts regardless of individual losses, instead of making it by merchandizing grain at a profit.

The Supreme Court of Montana has ruled that storage charges can be deducted when an owner recovers the value of wheat deposited as represented by a warehouse receipt. If this is good law in Montana it should be equally good in South Dakota and other states where the grain growers have tried to legislate all profits out of the elevator business.

A farmer contributor to the *Dearborn Independent* advocates that the Government issue but one report a year, and that after the crops are harvested. It seems that this farmer was hurt by the big preharvest estimate on potatoes. If the report had shown poor prospects, no doubt this farmer would want a Government estimate every few minutes. Government crop reporting facilities are not immune to error, but taken by and large the estimates are generally fair and average up one year with another. Without these reports, the big potato buyers with wide sources of private information, would have refused to buy until prices conformed with production. The ultimate result would have been the same for the farmer, but the large handlers, selling short, would have had an immense advantage over the little fellows and would have profited enormously. Come again, Mr. Farmer, with a more rational cure for your troubles, and do not try to deduce a general law from one experience.



GEO. C. MARTIN, JR.
St. Louis

NEWS OF THE TERMINAL MARKETS



EDWARD ANDREW
Chicago

BERT A. BOYD EN TOUR

Bert A. Boyd of the Bert A. Boyd Grain Company of Indianapolis, Ind., has just finished touring through western and southern Indiana and reports prospects for a heavy crop of good wheat which with favorable weather will move in about three weeks.

ELECTION AT VANCOUVER EXCHANGE

At the recent annual meeting of the Vancouver Merchants Exchange, Vancouver, B. C., the following trustees were elected: R. E. Beattie, F. E. Burke, C. P. Coles, K. J. Burns, W. R. Dockrell, A. M. Dollar, J. E. Hall, A. Hendry, G. V. Holt, J. C. Irons, B. L. Johnson, T. W. B. London, H. R. McMillan, R. G. Parkhurst and B. G. D. Phillips.

TO VOTE ON CHANGE IN RULES

The members of the St. Louis Merchants' Exchange of St. Louis, Mo., voted on June 14 on the question of changing the rates so that only No. 1 and No. 2 Yellow corn can be delivered on future contracts, and placing a penalty on the White and Mixed grades of $\frac{1}{2}$ cent and 1 cent per bushel. A penalty of 2@3 cents is placed on No. 3 grades, excepting in March, April and May, when it shall be 4@5 cents.

EXPORTS FROM GALVESTON

During the month of May a total of 944,307 bushels of wheat and 25,714 bushels of rye were exported through the Port of Galveston, according to figures just compiled. The total for the month represents a decline both as compared with the preceding month and the total for May, 1922.

Shipments were as follows: To Antwerp 402,000 bushels; Bremen, 40,000 bushels; Genoa, 156,000 bushels; Liverpool, 48,000 bushels; Manchester, 32,000 bushels; Rotterdam, 268,307 bushels of wheat and 25,714.16 bushels of rye. Total exports of grain since July 1, 1922, have totaled 16,349,001.20 bushels of wheat and 544,285.40 bushels of rye, as compared with 12,761,895.41 bushels of wheat, 9,535 bushels of corn and 587,994.32 bushels of rye at this time during the preceding season.

TO BUILD UP—NOT DESTROY

Dr. Duvel, in charge of administration of the Grain Futures Act at Chicago, sent the following letter on June 2 to John R. Mauff, executive vice-president of the Chicago Board of Trade:

"From returns received as a result of my inquiry on Friday, the opinion still seems to prevail in some instances that the Grain Futures Act places a limit on trading. This, as you fully understand, is not the case. In fact, when the bill was before Congress, it was agreed that such action would be unwise. The purpose of the act and our aim in administering it are to build up and improve our marketing system, and not to destroy it."

EXPECTS LARGER DEMAND FOR WHEAT

A demand for wheat is imperative. It is all well and good to talk about intrinsic or relative worth. They mean little unless fortified by a demand that bespeaks confidence and need. The latter undoubtedly exists and if expressed in large purchases confidence is quickly restored. Much has been said of late regarding European rehabilitation. Any progress towards constructive measures on the European continent would be of immeasurable benefit to wheat values. Even signs of returning prosperity might result in increased consumption of breadstuffs, considering that markets have the habit of discounting the future. The grain trade is accustomed to figure

on a post-war demand, nevertheless we cannot well forget that the United States exported more than 332,000,000 bushels of wheat and flour in 1915, proof positive of what is really needed if conditions should permit the return to normalcy.—*Rosenbaum Grain Corporation Chicago, Ill. From late market letter.*

WILLIAM E. HUDSON HEADS BARTLETT FRAZIER CO.

The announcement that William E. Hudson had been chosen to fill the office of president of Bartlett Frazier Co., of Chicago, Ill., to succeed the late Franklin Pierce Frazier was received with entire approval by his hosts of friends. He has been connected with the Bartlett Frazier organization since July 1, 1903, when it absorbed the grain firm of Carrington, Hannah & Co. and is one of



WILLIAM E. HUDSON

the foremost grain men in the Chicago market with a wide acquaintance in western and eastern grain circles.

Mr. Hudson is the sole surviving member of the original firm of which he is now the head. He went to Chicago from Baltimore, Md., in 1884 and was at first associated with Albert Dickinson & Co., and later with W. E. Harvey & Co. He has been a vice-president of the Bartlett Frazier Co., for many years as well as director. He is also vice-president and director of the Central Elevator Company. Other changes at election of officers were the selection of J. W. McCulloh as vice-president and Fred T. Bascom, secretary and treasurer.

CONDITIONS AT PITTSBURGH

There is more local wheat being offered than for sometime and there is a total absence of demand for Winter wheat.

The receipts of corn have been about ample for the trade requirements and a decided increase in country offerings is noticed the past few days. Exchange offerings of corn at much lower prices than all rail shipments have a tendency to curtail the demand for rail bookings. Values here have been well maintained and are quite in line with western terminal offerings.

More oats have been arriving than the trade re-

quires and market consequently has been weak with offerings free. Oats from country points west of Pittsburgh are on the market here in liberal volume for the first time in the past 45 days. Offerings to arrive and consignments show a noticeable increase. Demand from interior points is practically nothing.

Transportation is normal and quick movement and deliveries are noticeable.—*Harper Grain Company, Pittsburgh, Pa. Market letter of June 12.*

LIGHT RECEIPTS AND ACTIVE DEMAND

The receipts here have been extremely light for some time and at present the movement which was anticipated has not materialized. Prices have gotten down to a point where farmers have been refusing to sell. The demand, however, is very active and we are sure that heavy arrivals of all kinds of grain could be sold quite readily.—*E. P. Bacon Company, Milwaukee, Wis. Market letter of June 12.*

SMALL AMOUNT OF NEW WHEAT OFFERED

Movement of Soft Red Winter wheat here is very light, the few cars arriving are commanding a fancy premium. There is a very small amount of new wheat being offered as farmers are not inclined to sell under a dollar per bushel, and present markets will not warrant this price. Corn is selling at fancy prices on southern billing. White corn commanding a premium of a cent per bushel at the present time due to the milling demand. There is a fair movement of oats with prices steady.—*McCardle-Black Company, Indianapolis, Ind. Market letter of June 12.*

STRONG CASH SITUATION OF CORN

Recent advance in corn has been more largely to lack of fresh country offerings than to volume of demand. Decline in hogs to the lowest price in a number of years makes feeding unprofitable. Although primary receipts are expected to continue small they should be large enough to meet the restricted demand.

News from country stations does not suggest any large movement. Chicago stocks and at other points are decreasing largely to lack of fresh country offerings rapidly. Favorable corn crop news is given a back seat while the present strong cash situation exists.—*From Southworth's Weekly Market Review of June 9, Toledo, Ohio.*

MODERATE RECEIPTS OF CORN

Receipts of corn recently have been moderate just about enough corn arriving here daily to supply the industrial demand. Values here continue to compare favorably with those in other markets. Business for shipment has been light as spot prices here are above a shipping basis. Country acceptances on bids continue light and there are no indications at the moment of an increase in the movement, as farmers are busy cultivating, etc.

Our receipts of oats have been light and prices have been holding up well. The demand for this cereal has not been active, but some oats are being worked for shipment South.—*Mueller Grain Company, Peoria, Ill. Market letter of June 12.*

CORN AND OATS STOCKS LOW

Receipts of both corn and oats in this market the past few weeks have been the lightest on the crop and consequently spot prices have held relatively firm in fact of more or less weakness in western markets. Stocks of both corn and oats are so low in Buffalo that the trade are dependent upon daily receipts to a greater extent than usual. Vessel

rates are abnormally high this year owing to the large movement of iron ore, and this has curtailed the usual movement by lake. All of these conditions make it very probable that grain on spot in this market will continue to command premiums until movement of the new crops become sufficiently large to relieve the present scarcity.—J. G. McKillen, Inc., Buffalo, N. Y. Market letter of June 12.

GOOD FEEDSTUFFS DEMAND

We have had continuous rains with very little sunshine during the past several weeks. As a matter of fact the wheat has been benefited but corn and cotton is being held back in a most pronounced way. The demand, South, for feedstuffs, continues to be fairly good and our idea is, that this demand will continue until well along in the fall. The handling of grain via the barge line for export has let up somewhat, but there is some business being done, almost every day.—Halliday Elevator Company, Cairo, Ill. Market letter of June 12.

DEATH OF GUY H. MOORE

Expressions of regret and profound sorrow were heard on all sides when the news of the late untimely death of Guy H. Moore, vice-president and treasurer of the Moore-Lawless Grain Company of Kansas City, Mo., spread abroad. Mr. Moore's body was found on the Chicago, Milwaukee & St.



THE LATE GUY H. MOORE

Paul Railroad Company's tracks east of Kansas City on the morning of June 3. A train had dismembered the body and it appeared that he had been struck on the head by a club. The club was discovered with other indications of a severe struggle. From the evidences brought out it was thought he was killed by a tramp late Saturday afternoon and afterwards thrown under a train to conceal the crime.

Mr. Moore was 39 years of age. He was born at Swanton, Neb., and was graduated from the University of Nebraska in 1901. When 20 years of age he removed to Kansas City and took a position in the office of the Ernest-Davis Grain Company. In 1905, together with C. W. Lawless he organized the grain firm of Moore-Lawless Grain Company. The house did a general grain receiving business. In 1920 Mr. Moore was honored by election to the presidency of the Kansas City Board of Trade. He is survived by a widow and three sons, the eldest being 18 years of age. Interment was at Kansas City. Members of the Board of Trade were pall bearers and the cortege was followed by hundreds of friends.

CHANGES IN MEMBERSHIP

Chicago.—The memberships of the following have been transferred: M. J. Barker, Jr., Estate Henry A. Foss, John W. Haggerty, Hiram S. Bicket, C. M. Macfarlane, Edw. Morris, John H. Van Dyke, Albert J. Murphy, W. H. Perrine, Wm. Stevenson,

Harry B. Watson, F. G. Whiting, James C. Wheeler, Thomas J. Brodnax, and Charles A. Funk. The following were recently admitted to membership on the Board of Trade: Arthur B. Larkin, Gerald P. Taming, Bert L. Pfundstein, James S. Schonberg, Julius V. Neuhaus, Raymond A. Rowan, Joseph C. Hedgpeth, Edward Born, S. W. Baruch, Harold G. Stein, John J. Fagan, John Gammie, John Stewart Allen, Emile S. Ennis, and Marvin S. Haskell. The following were suspended: Edmund E. Delp, Albert H. Stumpf, and Robert W. Darcy. Reported by Secretary J. J. Fones.

Cincinnati.—New members on the Grain & Hay Exchange are the Daniel & Boss Company, and the Blue Grass-Elmendorf Grain Corporation. Reported by Secretary D. J. Schuh.

Duluth.—E. J. Lawler was recently elected to membership on the Board of Trade. J. N. McKindley has withdrawn his membership in the exchange. Reported by Secretary Charles F. MacDonald.

Milwaukee.—Bruno A. Bergenthal, Franklyn S. Funke, and O. Fred Olson were recently admitted to membership on the Board of Trade. Reported by Secretary H. A. Plumb.

NEWS OF TERMINAL MARKETS

The Urdike Grain Company of Chicago, Ill., has just opened an office at Sioux Falls, S. D. T. F. Morgans is in charge.

The Clarkson Commission Company of Kansas City, Mo., is now located in new offices at 323-324 American Bank Building.

Leeds Mitchell, member of the firm of Harris, Winthrop & Co., of Chicago, Ill., was recently elected president of the Chicago Stock Exchange.

Fred M. Smith, has left the Central Grain Laboratories of Hutchinson, Kan., to accept a position with the John Hays Grain Company of Salina, Kan.

The Wilson Grain Company has been formed at Nashville, Tenn., to engage in the grain, flour and feed business. Offices are at 534 Third avenue North.

David Heenan who has been representing the Armour Grain Company of Chicago, on the Kansas City Board of Trade has been transferred to the Wichita office.

The McCord-Logan Grain Company of Kansas City, Mo., has been incorporated with capital stock of \$20,000 by Chas. F., and John M. McCord and David C. Logan.

Walter Stiles, formerly with the Stiles Grain Company of Hutchinson, Kans., has been placed in charge of the country grain elevators of Larabee Flour Mills Corporation.

W. W. Young, formerly with Dilts & Morgan, Inc., of Kansas City, Mo., has become sales manager for the Kansas Wheat Growers Association with headquarters at Wichita, Kan.

The Cragin Elevator Company and the Cragin Products Company of Chicago were recently consolidated as the Cragin Products Company. The new concern was incorporated for \$300,000.

The Hall-Baker Grain Company of Kansas City, Mo., will open a new office at St. Louis, Mo. It will be in charge of J. M. Chilton formerly Federal grain supervisor in Kansas City.

C. S. Sanford, formerly superintendent of the public grain elevator at St. Louis, has become associated with A. A. Housman & Co., of New York City as manager of their grain department.

P. M. Ingold has just opened a branch office at Albert Lea, Minn., for the Froedtert Grain & Malting Company of Milwaukee, Wis. He will solicit consignments and buy grain on track in that territory.

Stein, Alstrin & Co., of Chicago, Ill., have moved their offices in the Rookery Building across the corridor occupying double the former space and adding new blackboards and handsome fixtures and furniture.

Announcement of the sale of the Taylor & Bourne Company of Milwaukee, Wis., to the Cargill Grain Company of Minneapolis, Minn., has been made. The purchase includes the offices at Buffalo and New York. Albert R. Taylor will continue

as manager of the Milwaukee office. The company operated the Elevator E foot of Sixth avenue, Milwaukee with capacity of 1,650,000 bushels.

C. W. Lonsdale, president of the Simonds-Shields-Lonsdale Grain Company of Kansas City, Mo., sailed with his family on June 2 on a short vacation in Europe.

Thomas C. Craft, Jr., and Edward T. Sheil have disposed of their interests in the Baltimore Grain Company and the business continues with F. A. Meyer, president, Ferdinand Meyer, secretary and treasurer.

T. P. Gordon has retired from the presidency of the Gordon Grain Company of St. Joseph, Mo. He is succeeded in the office by former vice-president L. L. Teare. F. J. Watts, secretary and treasurer, continues as manager.

It is announced that Edward T. Sheil, Jr., recently of the Baltimore Grain Company, of Baltimore, Md., will engage in the freight and grain brokerage and forwarding business at Baltimore under the name of Sheil & Co.

The directors of the Chicago Board of Trade at a recent special meeting ruled that transit billing must be furnished to buyers of grain delivered in public or class A elevators by operators who have that class of houses as well as private elevators.

The Denton-Kuhn Grain Company of Kansas City, Mo., has been reorganized and will be known as the Denton-Hart Grain Company after July 1. James S. Hart, former head of the Kansas Grain Inspection Department enters the firm and W. D. Kuhn has sold his interest to Oliver Denton.

Harry R. Clark has been appointed chief grain inspector and weigher of the Omaha Grain Exchange to succeed George B. Powell who died recently. Mr. Clark was connected with the inspection and weighing department for a number of years past as assistant to Mr. Powell.

The invitations have been sent out for the marriage of Miss Hazel W. Claire McQuillan to Harold Ashley White on June 26, 1923 at St. Xavier Church, Cincinnati, Ohio. Miss McQuillan is the daughter of W. R. McQuillan head of McQuillan & Co., and is very popular in Cincinnati church and social circles.

The Midland Grain Company of Minneapolis, Minn., has been incorporated with a capital stock of \$50,000 to conduct a general cash grain commission business. Incorporators are I. S. Joseph, D. S. Levine and Morris Kanter. Mr. Levine who will act as manager was formerly with the Victoria Elevator Company.

J. T. Scroggs of Sioux City, Iowa, has sold his grain commission business to Henry Range & Co., of Chicago, Ill., and his line of 10 elevators located in towns in South Dakota to the Fleischmann Malting Company of Chicago. Mr. Scroggs is a veteran grain man of the Northwest and resided at Beresford, S. D., before moving to Sioux City about four years ago.

Herbert Jahns, Jr., who has been associated with the grain trade of Milwaukee, Wis., for a number of years past has engaged in the grain brokerage business with offices at 418 Chamber of Commerce Building. The Traders' Field & Grain Company of Buffalo, N. Y., has been incorporated to succeed the Traders & Producers Supply Company. Capital stock is \$25,000 and offices have now opened at 731 Chamber of Commerce Building. Officers are: M. C. Burns, president, M. A. Donner, vice-president, B. B. Held, secretary-treasurer.

An event of importance was celebrated on the Toledo Produce Exchange of Toledo, Ohio on May 31. It was the seventy-fifth birthday of E. L. Southworth, founder of Southworth & Co. Mr. Southworth has had a long, interesting and honorable experience in the grain business and his congratulations from friends in the grain trade came from all parts of the U. S. A. "Kent" put one over on the "Grand Old Man" by publishing in Southworth's Weekly Market Review for week ending May 26 a few of the many encomiums of appreciation which his friends gave him.

FUTURE TRADING RESUMED IN
FLORIDA

After a 16-year business suspension, commission merchants who are members of recognized commodity and stock exchanges are to resume operation in Florida. A law recently enacted by the Florida legislature, patterned after the 1919 anti-bucket shop law of Tennessee, and signed by the governor, terminates one of the most curious chapters in the history of American finance.

John R. Mauff, executive vice-president of the Chicago Board of Trade, who was called to Florida in connection with the proposed legislation declares the law "is of tremendous public significance as it clarifies an archaic situation that truly handicapped the progress of the entire state."

"It was Florida's aim back in 1907," said Mr. Mauff, "to pass a law eliminating the bucket shop, which has always been the deadly enemy of all legitimate exchanges, of all commission houses that are members of these exchanges and of the public generally. The law that was enacted, however, failed to discriminate between the bucket shop and the legitimate commodity and stock exchange houses. As a result Florida has since been legally deprived of information and service essential to the present-day conduct of financial and investment business, whether securities or commodities were involved."

"Congress defined the bucket-shop and its destructive influence and also the legitimate commission house and its high place in the field of commerce and finance in 1898 in amending the war revenue act. Other states took like action, but Florida failed to so deal with the issue."

"The significance of the new law is not generally understood. It safeguards and facilitates operations on the recognized exchanges through commission merchants who hold memberships in such exchanges."

THE COST OF TRANSPORTATION

The bureau of statistics of the American Railway Association has recently compiled a statement giving estimated freight revenue of Class 1 roads, by classes of commodities, on the basis of 1922 tonnage at 1923 rates. The record for the various grain and hay movements is interesting.

There were 24,802,796 tons of wheat originated and a total of 39,398,645 tons carried, producing a revenue of \$119,499,000. This means that 14,595,849 tons of wheat were moved on two or more railroads. It also shows that the average transportation cost on wheat is \$4.81 per ton or 24 cents per hundred or about 14.5 cents per bushel.

Corn originated 19,275,378 tons; 15,336,258 moved on more than one road; a total of 34,611,636 tons carried, producing a revenue of \$34,511,000. This, reduced to bushels, made an average for the country of 12.87 cents for transportation. In this connection also, it is interesting to note that out of the approximately 84,000,000 tons of corn grown in the country, only a little over 19,000,000 tons was shipped from a country station, or less than 23 per cent.

Only 7,646,848 tons of oats was shipped from country stations, the entire movement involving 15,331,804 tons, for which a revenue of \$34,633,000 was paid to the railroads. This brings the average transportation cost on every bushel of oats to 12.8 cents.

Of the 10,127,230 tons of hay that moved in the country, only 5,722,058 originated. The total freight bill was \$27,782,000, or at the rate of \$4.90 per ton.

From the statistics at hand there is no way of telling the proportionate length of original haul and destination haul. Granted that they are approximately the same, of the total freight paid on wheat, corn and oats, \$238,643,000, the farmer pays to the railroads \$138,735,590 and the consumer pays \$99,907,410. This is based upon the fact that the farmer pays for the originating haul and the consumer the secondary or destination haul.

The revenue per car on wheat for the individual road is \$121.75; on corn \$92.56; on oats \$67.82; on

hay \$33.89. Hay produces less revenue per car than any other farm product, and in fact only two commodities are lower in this respect; logs at \$25.20 per car and ice at \$26.

IMPROVEMENTS AT ILLINOIS CENTRAL
RAILROAD ELEVATOR
AT CHICAGO

The need for additional ground for team tracks at the Elevator "A" of the Illinois Central Railroad Company, located at the foot of South Water street and the Chicago River, at Chicago, Ill., resulted in the erection of the new shipping galleries shown in our illustration. Elevator "A" is one the old time houses of Chicago, having been built originally 50 years ago. It was an unusually large elevator for those days with a capacity of 1,000,000 bushels, and receiving and unloading capacity of 320 cars or about 125,000 bushels in 10 hours; it was able to ship a similar amount to vessels in the same length of time.

When need for additional ground arose, the slips on each side of the elevator were filled up, and it became necessary to build galleries to ship by boat. The gallery running alongside the house is 240 feet long, while the second gallery running at right

to receive instruction in the technique necessary for handling the parasite, which will shortly be reared and introduced into Canada.

Several other promising parasites of the corn borer have been received from France and are being reared at the Arlington laboratory. At least one additional species will soon be liberated.

GROWING CROPS ARE BACKWARD

Winter wheat has deteriorated somewhat since the middle of May, except in some sections of the Southwest and on the Pacific Coast, according to the semi-monthly crop notes of the United States Department of Agriculture. Wheat, backward in most areas, has suffered from drought in some localities and from heavy rains and floods in others. Chinch bugs are reported at work in many localities and Hessian flies and green bugs are increasing in numbers. Harvesting has begun in the Southwest where stalks are short but heads are well filled.

The condition of rye is generally good, is heading quite generally and is ready for harvest in the Southwest.

Spring grains differ greatly in condition. Spring wheat is mostly up to good stands but is making



NEW GALLERIES AT THE ILLINOIS CENTRAL ELEVATOR AT CHICAGO

angles to it and parallel with the river also has a length of 240 feet. Forty two-inch belt conveyors with ball bearing conveyor rollers are used in both galleries. There are five shipping spouts operating from the dock gallery for loading ships and three spouts can be thrown into one boat. The facilities afford a loading capacity of about 25,000 bushels per hour.

The Webster Manufacturing Company of Chicago supplied the conveying machinery; and Blaylock & Knapp of Chicago, furnished the steel work, with L. A. Stinson Company as designers and builders of the galleries.

SUCCESSFUL HANDLING OF PARASITES IN CORN-BORER
CONTROL WORK

More than 1,000,000 individuals of an important parasite of the European corn borer, *Habrobracon brevicornis* Wesm., have been successfully reared and liberated in the densely infested area in New England. It was believed by entomologists of the United States Department of Agriculture that it might be worth while to attempt to introduce it into the badly infested areas of southern Ontario. Following a suggestion to this effect made to the Dominion Entomologist, Arthur Gibson, authorization was recently given by the Canadian Government for an assistant for this purpose. This entomologist recently visited the laboratory at Arlington, Mass.,

a slow growth. Some seeding still in progress in the Northwest. Oats average no better than fair in condition and need warmer weather and sunshine as a rule. There is considerable lodging in southern areas. Harvesting is already under way in the South. Stands are poor in many localities though they are excellent over large areas. Barley is generally in excellent condition though injured to some extent by freezing in the Northwest and by drought in sections of California. Flax in the Northwest has suffered some damage, relatively unimportant. Rice sowing continues. The crop is late and soil conditions unfavorable but the early sown is generally looking well.

The planting of corn is still in progress and has been delayed considerably by rains. Early planted is inclined to be weedy and stands are quite uneven and color poor in many southern areas.

Some damage from floods in the Southwest is reported especially on bottom lands. Drought conditions have also done injury in Texas and a few other areas. Cut worms are doing much damage in Atlantic Coast States and in the Central West chinch bugs and wire worms are reported to be numerous. Good stands are general and growth has been rapid in the southern areas but is backward as a whole.

Due to a cool late spring, the growth of the grasses has been slow and meadows and pastures are short over the whole country. In most areas rain and warm weather are needed. Clover has been badly

winter killed in numerous sections but Alfalfa has done well on the whole and first cuttings are generally making good yields.

THE GRAIN FUTURES ACT

In response to several requests we reprint herewith, as a matter of record, the full text of the Grain Futures Act.

(Public—No. 331—67th Congress.)

AN ACT For the prevention and removal of obstruction and burdens upon interstate commerce in grain, by regulating transaction on grain future exchanges, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, This Act shall be known by the short title of "The Grain Futures Act."

(H. R. 11843.)

SEC. 2 (a) For the purposes of this Act "contract of sale" shall be held to include sales, agreements of sale, and agreements to sell. The word "person" shall be construed to import the plural or singular, and shall include individuals, associations, partnerships, corporations, and trusts. The word "grain" shall be construed to mean wheat, corn, oats, barley, rye, flax, and sorghum. The term "future delivery," as used herein, shall not include any sale of cash grain for deferred shipment or delivery. The words "board of trade" shall be held to include and mean any exchange or association, whether incorporated or unincorporated, of persons who shall be engaged in the business of buying or selling grain or receiving the same for sale on consignment. The act, omission, or failure of any official, agent, or other person acting for any individual, association, partnership, corporation, or trust within the scope of his employment or office shall be deemed the act, omission, or failure of such individual, association, partnership, corporation, or trust, as well as of such official, agent, or other person. The words "interstate commerce" shall be construed to mean commerce between any State, Territory, or possession, or the District of Columbia, and any place outside thereof; or between points within the same State, Territory, or possession, or the District of Columbia, but through any place outside thereof, or within any Territory or possession, or the District of Columbia.

(b) For the purposes of this Act (but not in any wise limiting the foregoing definition of interstate commerce) a transaction in respect to any article shall be considered to be in interstate commerce if such article is part of that current of commerce usual in the grain trade whereby grain and grain products and by-products thereof are sent from one State with the expectation that they will end their transit, after purchase, in another, including, in addition to cases within the above general description, all cases where purchase or sale is either for shipment to another State, or for manufacture within the State and the shipment outside the State of the products resulting from such manufacture. Articles normally in such current of commerce shall not be considered out of such commerce through resort being had to any means or device intended to remove transactions in respect thereto from the provisions of this Act. For the purpose of this paragraph the word "State" includes Territory, the District of Columbia, possession of the United States, and foreign nation.

SEC. 3. Transactions in grain involving the sale thereof for future delivery as commonly conducted on boards of trade and known as "futures" are affected with a national public interest; that such transactions are carried on in large volume by the public generally and by persons engaged in the business of buying and selling grain and the products and by-products thereof in interstate commerce; that the prices involved in such transactions are generally quoted and disseminated throughout the United States and in foreign countries as a basis for determining the prices to the producer and the consumer of grain and the products and by-products thereof and to facilitate the movements thereof in interstate commerce; that such transactions are utilized by shippers, dealers, millers, and others engaged in handling grain and the products and by-products thereof in interstate commerce as a means of hedging themselves against possible loss through fluctuations in price; that the transactions and prices of grain on such boards of trade are susceptible to speculation, manipulation, and control, and sudden or unreasonable fluctuations in the prices thereof frequently occur as a result of such speculation, manipulation, or control, which are detrimental to the producer or the consumer and the persons handling grain and products and by-products thereof in interstate commerce, and that such fluctuations in prices are an obstruction to and a burden upon interstate commerce in grain and the products and by-products thereof and render regulation imperative for the protection of such commerce and the national public interest therein.

SEC. 4. It shall be unlawful for any person to deliver for transmission through the mails or in in-

terstate commerce by telegraph, telephone, wireless, or other means of communication any offer to make or execute, or any confirmation of the execution of, or any quotation or report of the price of, any contract of sale of grain for future delivery on or subject to the rules of any board of trade in the United States or for any person to make or execute such contract of sale, which is or may be used for (a) hedging any transaction in interstate commerce in grain or the products or by-products thereof, or (b) determining the price basis of any such transaction in interstate commerce, or (c) delivering grain sold, shipped, or received in interstate commerce for the fulfillment thereof, except—

(a) Where the seller is at the time of the making of such contract the owner of the actual physical property covered thereby, or is the grower thereof, or in case either party to the contract is the owner or renter of land on which the same is to be grown, or is an association of such owners, or growers of grain, or of such owners or renters of land; or

(b) Where such contract is made by or through a member of a board of trade which has been designated by the Secretary of Agriculture as a "contract market," as hereinafter provided, and if such contract is evidenced by a record in writing which shows the date, the parties to such contract and their addresses, the property covered and its price, and the terms of delivery; *Provided*, That each board member shall keep such record for a period of three years from the date thereof, or for a longer period if the Secretary of Agriculture shall so direct, which record shall at all times be open to the inspection of any representative of the United States Department of Agriculture or the United States Department of Justice.

SEC. 5. The Secretary of Agriculture is hereby authorized and directed to designate any board of trade as a "contract market" when, and only when, such board of trade complies with and carries out the following conditions and requirements:

(a) When located at a terminal market where cash grain of the kind specified in the contracts of sale of grain for future delivery to be executed on such board is sold in sufficient volumes and under such conditions as fairly to reflect the general value of the grain and the differences in value between the various grades of such grain, and where there is available to such board of trade official inspection service approved by the Secretary of Agriculture for the purpose.

(b) When the governing board thereof provides for the making and filing by the board or any member thereof, as the Secretary of Agriculture may direct, of reports in accordance with the rules and regulations, and in such manner and form and at such times as may be prescribed by the Secretary of Agriculture, showing the details and terms of all transactions entered into by the board, or the members thereof, either in cash transactions consummated at, on, or in a board of trade, or transactions for future delivery, and when such governing board provides, in accordance with such rules and regulations, for the keeping of a record by the board or the members of the board of trade, as the Secretary of Agriculture may direct, showing the details and terms of all cash and future transactions entered into by them, consummated at, on, or in a board of trade, such record to be in permanent form, showing the parties to all such transactions, including the persons for whom made, any assignments or transfers thereof, with the parties thereto, and the manner in which said transactions are fulfilled, discharged, or terminated. Such record shall be required to be kept for a period of three years from the date thereof, or for a longer period if the Secretary of Agriculture shall so direct, and shall at all times be open to the inspection of any representative of the United States Department of Agriculture or United States Department of Justice.

(c) When the governing board thereof provides for the prevention of dissemination by the board or any member thereof, of false or misleading or knowingly inaccurate reports concerning crop or market information or conditions that affect or tend to affect the price of grain in interstate commerce.

(d) When the governing board thereof provides for the prevention of manipulation of prices or the cornering of any grain by the dealers or operators upon such board.

(e) When the governing board thereof does not exclude from membership in, and all privileges on, such board of trade, any duly authorized representative of any lawfully formed and conducted co-operative association of producers having adequate financial responsibility which is engaged in cash grain business, if such association has complied, and agrees to comply, with such terms and conditions as are or may be imposed lawfully on other members of such board; *Provided*, That no rule of a contract market shall forbid or be construed to forbid the return on a patronage basis by such co-operative association to its bona fide members of moneys collected in excess of the expense of conducting the business of such association.

(f) When the governing board provides for making effective the final orders or decisions entered pursuant to the provisions of paragraph (b) of section 6 of this Act.

SEC. 6. And board of trade desiring to be desig-

nated a "contract market" shall make application to the Secretary of Agriculture for such designation and accompany the same with a showing that it complies with the above conditions, and with sufficient assurance that it will continue to comply with the above requirements.

(a) A commission composed of the Secretary of Agriculture, the Secretary of Commerce, and the Attorney General is authorized to suspend for a period not to exceed six months or to revoke the designation of any board of trade as a "contract market" upon a showing that such board of trade has failed or is failing to comply with any of the above requirements or is not enforcing its rules of government made a condition of its designation as set forth in section 5. Such suspension or revocation shall only be after a notice to the officers of the board of trade affected and upon a hearing; *Provided*, That such suspension or revocation shall be final and conclusive unless within fifteen days after such suspension or revocation by the said commission such board of trade appeals to the circuit court of appeals for the circuit in which it has its principal place of business by filing with the clerk of such court a written petition praying that the order of the said commission be set aside or modified in the manner stated in the petition, together with a bond in such sum as the court may determine, conditioned that such board of trade will pay the costs of the proceedings if the court so directs. The clerk of the court in which such a petition is filed shall immediately cause a copy thereof to be delivered to the Secretary of Agriculture, chairman of said commission, or any member thereof, and the said commission shall forthwith prepare, certify, and file in the court a full and accurate transcript of the record in such proceedings including the notice to the board of trade, a copy of the charges, the evidence, and the report and order. The testimony and evidence taken or submitted before the said commission duly certified and filed as aforesaid as a part of the record shall be considered by the court as the evidence in the case. The proceedings in such cases in the circuit court of appeals shall be made a preferred cause and shall be expedited in every way. Such a court may affirm or set aside the order of the said commission or may direct it to modify its order. No such order of the said commission shall be modified or set aside by the circuit court of appeals unless it is shown by the board of trade that the order is unsupported by the weight of the evidence or was issued without due notice and a reasonable opportunity having been afforded to such board of trade for a hearing, or infringes the Constitution of the United States, or is beyond the jurisdiction of said commission: *Provided further*, That if the Secretary of Agriculture shall refuse to designate as a contract market any board of trade that has made application therefor, then such board of trade may appeal from such refusal to the commission described therein, consisting of the Secretary of Agriculture, the Secretary of Commerce, and the Attorney General of the United States, with the right to appeal as provided for in other cases in this section, the decision on such appeal to be final and binding on all parties interested.

(b) If the Secretary of Agriculture has reason to believe that any person is violating any of the provisions of this Act, or is attempting to manipulate the market price of any grain in violation of the provision of section 5 hereof, or of any of the rules or regulations made pursuant to its requirements, he may serve upon such person a complaint stating his charge in that respect, to which complaint shall be attached or contained therein a notice of hearing, specifying a day and place not less than three days after the service thereof, requiring such person to show cause why an order should not be made directing that all contract markets until further notice of the said commission refuse all trading privileges thereon to such person. Said hearing may be held in Washington, District of Columbia, or elsewhere, before the said commission, or before a referee designated by the Secretary of Agriculture, who shall cause all evidence to be reduced to writing and forthwith transmit the same to the Secretary of Agriculture as chairman of the said commission. That for the purpose of securing effective enforcement of the provisions of this Act the provisions, including penalties, of section 12 of the Interstate Commerce Act, as amended, relating to the attendance and testimony of witnesses, the production of documentary evidence, and the immunity of witnesses, are made applicable to the power, jurisdiction, and authority of the Secretary of Agriculture, the said commission, or said referee in proceedings under this Act, and to persons subject to its provisions. Upon evidence received the said commission may require all contract markets to refuse such person all trading privileges thereon for such period as may be specified in said order. Notice of such order shall be sent forthwith by registered mail or delivered to the offending person and to the governing boards of said contract markets. After the issuance of the order by the commission, as aforesaid, the person against whom it is issued may obtain a review of such order or such other equitable relief as to the court may seem just by filing in the United States circuit court of appeals of the circuit in which the petitioner is doing business a written petition praying that the order of the commission be set aside. A copy of such petition shall be forthwith served

GRAIN PRODUCTION IN CHINA

The Department of Agriculture has recently issued some interesting data concerning the crops of China. The material for these notes was gathered from various sources, and the estimates are considered as accurate as can possibly be determined.

The latest estimate of rice production by the Chinese Ministry of Agriculture and Commerce is 526,640,000 piculs in 1917, equivalent to 35,100,000 short tons. This estimate checks closely with the estimate of the equivalent of 35,000,000 tons of cleaned rice given by the China Year Book. King's estimate is from two to three times the wheat crop of the United States, which he states as 19,000,000 tons. If we assume that rice is the principal food of two-thirds of the estimated population of China, and allow for this population of 285,000,000, a per capita consumption of 300 pounds of rice per year, or equivalent to the rice consumption of the Japanese, we would have a total rice consumption in China of 42,275,000 short tons, of which less than 1,000,000 tons is imported. It would appear, therefore, that an estimated production of 35,000,000 short tons of cleaned rice for all China would be conservative. This reasoning would rule out of consideration the estimate of 4,000,000 tons made by the Chinese Bureau of Economic Information, unless that is considered only as an estimate of the commercial production. Other estimates of from 60,000,000 to 83,000,000 tons must be disregarded.

The Chinese Government Bureau of Economic Information has recently published estimates of wheat production by provinces which with correction for obvious inaccuracies show a total production, exclusive of Manchuria and Szechwan of 300,000,000 bushels. The commercial production in Manchuria in good years is from 15,000,000 to 20,000,000 bushels, and a fair estimate of the total production would seem to be from 30,000,000 to 50,000,000 bushels. The Chinese estimate for 1914, quoted by the International Yearbook of Agricultural Statistics, is the equivalent of 590,000,000 bushels. This was considered to be double the estimated normal crop. The crops for 1920 and 1921 were below normal. An estimate for 1922 quoted in "Commerce Reports" is 175,000,000 bushels, but this may not include Manchuria, where the crop of that year was unusually large. It is probably safe to say that the normal wheat crop of all China is as much as 300,000,000 bushels. For 1923 the prospects in the Nanking consular district are not good.

Kaoliang, also described as tall millet or sorghum, is the staple food of much of the population of Manchuria, and is also produced in large quantities in all the northern provinces of China proper. Millet is produced throughout the same region, but in smaller quantities. An estimate of production for China, exclusive of Manchuria, is kaoliang, 164,800,000 bushels, and millet, 37,400,000 bushels. The South Manchurian Railway estimates the Manchurian crop of 1922 as, kaoliang, 180,000,000 bushels, and millet 14,500,000 bushels. These crops mature quickly and so adapt themselves to the multiple crop system. In Shantung, kaoliang yields as high as 35 to 55 bushels per acre and in the vicinity of Mukden, the average yield is placed at 35 bushels per acre. The small millets in Shantung yield as high as 2,700 pounds of seed per acre.

The soy bean is one of the great staple crops

of China, particularly the Manchurian provinces. The Bureau of Economic Information estimates the total production at 3,360,000 short tons, but this probably includes only the commercial production as the total exports of beans, bean oil and bean cake in 1921 amounted to 2,226,195 short tons, and it is known that the local consumption in various forms is very large. The China Year Book quotes an official estimate of the total production as 9,000,000 tons. The South Manchuria Railway estimates the bean crop of Manchuria alone for 1922 at 2,921,000 tons. The most recent estimate of the Chinese Ministry of Agriculture and Commerce is 6,562,000 short tons as the total production for 1917.

Barley is an important supplementary crop in the northern provinces of China proper and in Manchuria. The only estimate of total production available is the Chinese official estimate for 1914, which is 170,000,000 bushels. This estimate, however, seems too high as it is of far less importance locally than wheat or kaoliang, and very little is exported. Consul Pontius estimates the barley production of Manchuria in 1921 as 19,000,000 bushels, and for inner Mongolia as 4,000,000 bushels. The same consular report estimates the production of oats in Manchuria in 1921 as 7,000,000 bushels and in inner Mongolia as 1,000,000 bushels. Oats are also produced in the western provinces of Kansu and Kweichow. Rye is also produced in Kansu province, but no estimates are available.

The annual production of corn in China is estimated at 72,600,000 bushels, exclusive of Manchuria, where an estimate of the South Manchurian Railway gives the production of corn as 4,850,000 bushels. The chief corn producing provinces in China proper are Chihli, Kiangsu, Hupeh, Kwangsi, and Shantung. Corn is also produced in Sinkiang (Eastern Turkestan). The usual yield of corn on a farm in Shantung is given by King as from 60 to 68.5 bushels per acre.

As a result of his observations in China, the late Dr. F. H. King of the University of Wisconsin makes the following statements in regard to Chinese crop yields; in his book "Farmers of Forty Centuries":

"The (usual) yield of wheat (in a section of Shantung) was 42 bushels of grain and 6,000 pounds of straw per acre, having a cash value of \$27.09 for the grain and \$10.06 for the straw. The soy bean crop follows the wheat, giving an additional return of \$23.22 for the beans and \$6.97 for the straw, making the gross earnings for the two crops \$67.34 per acre." The yield of beans was 45 bushels per acre; of small millet, 54 bushels and kaoliang (Chinese sorghum), 48 bushels. (P. 255) In a less fertile area (In Chihli) the yields per acre were 11 or 12 bushels of wheat; 21 bushels of beans, and 25 bushels of millet, all on one acre in one year. (P. 342) The average yield of wheat in China is said to be 25 bushels per acre (P. 271). A gardner in Chihli growing potatoes obtained a yield when sold new of 8,000 pounds per acre, and of 16,000 pounds when the crop was permitted to mature. (P. 343). "Data given us in China show an average yield of 42 bushels of water rice per acre." (P. 271). A woman farmer in Chekiang "usually obtained 26½ bushels of rice per acre, and a wheat crop yielding half this amount, or some other, was taken from part of the land the same season, one fertilization answering for the two crops." (P. 285).

upon the commission by delivering such copy to its chairman or to any member thereof, and thereupon the commission shall forthwith certify and file in the court a transcript of the record theretofore made, including evidence received. Upon the filing of the transcript the court shall have jurisdiction to affirm, to set aside, or modify the order of the commission, and the findings of the commission as to the facts, if supported by the weight of evidence, shall in like manner be conclusive. In proceedings under paragraphs (a) and (b) the judgment and decree of the court shall be final, except that the same shall be subject to review by the Supreme Court upon certiorari, as provided in section 240 of the Judicial Code.

Sec. 7. Any board of trade that has been designated a contract market in the manner herein provided may have such designation vacated and set aside by giving notice in writing to the Secretary of Agriculture requesting that its designation as a contract market be vacated, which notice shall be served at least ninety days prior to the date named therein as the date when the vacation of designation shall take effect. Upon receipt of such notice the Secretary of Agriculture shall forthwith order the vacation of the designation of such board of trade as a contract market, effective upon the day named in the notice, and shall forthwith send a copy of the notice and his order to all other contract markets. From and after the date upon which the vacation became effective the said board of trade can thereafter be designated again a contract market by making application to the Secretary of Agriculture in the manner provided for an original application.

Sec. 8. For the efficient execution of the provisions of this Act, and in order to provide information for the use of Congress, the Secretary of Agriculture may make such investigations as he may deem necessary to ascertain the facts regarding the operations of boards of trade, whether prior or subsequent to the enactment of this Act, and may publish from time to time, in his discretion, the result of such investigation and such statistical information gathered therefrom as he may deem of interest to the public, except data and information which would separately disclose the business transactions of any person and trade secrets or names of customers: *Provided*, That nothing in this section shall be construed to prohibit the Secretary of Agriculture from making or issuing such reports as he may deem necessary relative to the conduct of any board of trade or of the transactions of any person found guilty of violating the provisions of this Act under the proceedings prescribed in section 6 of this Act: *Provided further*, That the Secretary of Agriculture in any report may include the facts as to any actual transaction. The Secretary of Agriculture, upon his own initiative or in co-operation with existing governmental agencies, shall investigate marketing conditions of grain and grain products and by-products, including supply and demand for these commodities, cost to the consumer, and handling and transportation charges. He shall likewise compile and furnish to producers, consumers and distributors, by means of regular or special reports, or by such methods as he may deem most effective, information respecting the grain markets, together with information on supply, demand, prices and other conditions in this and other countries that affect the markets.

Sec. 9. Any person who shall violate the provisions of Section 4 of this Act, or who shall fail to evidence any contract mentioned in said section by a record in writing as therein required, or who shall knowingly or carelessly deliver for transmission through the mails or in interstate commerce by telegraph, telephone, wireless or other means of communication false or misleading or knowingly inaccurate reports concerning crop or market information or conditions that affect or tend to affect the price of grain in interstate commerce, shall be deemed guilty of a misdemeanor, and, upon conviction thereof, be fined not more than \$10,000 or imprisoned for not more than one year, or both, together with the costs of prosecution.

Sec. 10. If any provision of this Act or the application thereof to any person or circumstances is held invalid, the validity of the remainder of the Act and of the application of such provision to other persons and circumstances shall not be affected thereby.

Sec. 11. No fine or imprisonment shall be imposed for any violation of this Act occurring before the first day of the second month following its passage.

Sec. 12. The Secretary of Agriculture may co-operate with any department or agency of the Government, any State, Territory, District, or possession, or department, agency, or political subdivision thereof, or any person; and shall have the power to appoint, remove, and fix the compensation of such officers and employees, not in conflict with existing law, and make such expenditures for rent outside the District of Columbia, printing, telegrams, telephones, law books, books of reference, periodicals, furniture, stationery, office equipment, travel, and other supplies and expenses as shall be necessary to the administration of this Act in the District of Columbia and elsewhere, and there are hereby authorized to be appropriated, out of any moneys in the Treasury not otherwise appropriated, such sums as may be necessary for such purposes.

Approved, September 21, 1922.

TRADE NOTES

Robert T. Pierce has succeeded Glen N. Porter as manager of the New York office of the Webster Manufacturing Company of Chicago.

The Link-Belt Company of Chicago and Philadelphia announces that L. M. Dalton has succeeded E. J. Burnell as manager of the Boston branch office. Mr. Dalton's appointment comes as a reward for merit shown, he having shown himself in the past an able and competent engineer. Mr. Burnell re-

signed his post to enter business for himself and he carries with him the best wishes of not only the Link-Belt Company but those of his many business associates and friends.

The Gump Bargain Book No. 28 on rebuilt flour mill, feed, elevator machinery and power transmission appliances has just been issued by the B. F. Gump Co., 431-437 South Clinton street, Chicago, Ill., and mailed to the trade. The book has

been made a little larger in size, but still conforms to the convenient pocket edition. The company states that as prices are now, this is truly a bargain book, not only in rebuilt mill, elevator and transmission machinery, but in the large line of belting remnants and other new material. If a copy is not received by every grain dealer it will be mailed free on request.

The Association of Operative Millers held a very successful meeting at the Sherman Hotel, Chicago, during the week June 4-9. Among the exhibits shown was a very elaborate display of machinery by the B. F. Gump Company of Chicago and the following firms were represented at the convention either by officers or representatives: The Wolf Company Chambersburg, Pa.; Weller Manufacturing Company, Chicago, Ill.; Huntley Manufacturing Company Silver Creek, N. Y.; S. Howes Company, Silver Creek, N. Y.; Invincible Grain Cleaner Company, Silver Creek, N. Y.; Nordyke & Marmon Company, Indianapolis, Ind.; Webster Manufacturing Company, Chicago, Ill.; Barnard & Leas Manufacturing Company, Moline, Ill.; The Burrell Engineering & Construction Company, Chicago, Ill.; Mutual Fire Prevention Bureau, Chicago, Ill.; Sprout, Waldron & Co., Muncy, Pa.; The Bauer Bros. Company, Springfield, Ohio; Strong-Scott Manufacturing Company, Minneapolis, Minn.

APPEARANCE OF ANGOUMOIS GRAIN MOTH

BY J. J. DAVIS

Chief in Entomology, Purdue University

Last year much of the wheat in southern Indiana and particularly in the southwestern corner of the state was infested with and badly damaged by the larva of the Angoumois Grain Moth before the crop



A. wings in natural position; B, wings expanded; 4 times natural size.

THE ANGOUMOIS GRAIN MOTH (*Sitotroga cerealella*)

The adult is a small, light grayish brown moth, measuring across the expanded wings a little over half an inch, with wings narrow, pointed, and bordered with a long fringe. The larva is a little caterpillar one-fifth of an inch long, with yellowish head and six pointed legs; it burrows into the kernel and feeds upon the starchy material.

was threshed. This loss, which was very large in some sections, could have been practically eliminated if precautions in promptly harvesting and threshing the grain had been taken.

The Angoumois Grain Moth, so named because it was introduced during the early settlement of this country from the Province of Angoumois in France, occurs throughout the United States. While it may sometimes damage corn in storage in the north, it is most destructive to corn and wheat, particularly the latter, in the field or in unthreshed grain, in southern Indiana and farther south. The greater importance of the insect farther south is due to the larger number of generations which may result in the longer seasons. In southern Indiana the moths, issuing from the grain stored in granaries, fly to the field and lay eggs, in the case of wheat, in the grain heads. The resulting larva burrows into the grain and develops, the first moths of the second generation appearing about harvest and lay eggs on the ripening grain. If wheat is left unthreshed in the mow or in stacks successive generations of larva which increase rapidly may practically ruin the crop.

The control is simple and effective. Thresh the grain soon after harvest, the sooner the better, and store wheat in bulk, preferably in deep bins where only a thin top layer will be exposed to the moths as places to lay eggs. Before storing wheat in bins they should be thoroughly cleaned, sweeping up and destroying all old grain and refuse, and if necessary spraying the cracks and crevices with kerosene or a creosote disinfectant. If these practices

are made a regular routine, the wheat grower will practically eliminate the losses now caused by the larvae of the Angoumois grain moth.

EUROPEAN CROPS IN GOOD CONDITION

All European crops are in generally good condition, according to a radiogram received by the United States Department of Agriculture from the International Institute of Agriculture at Rome. In Bulgaria spring sowings are completed and all crops are reported as in excellent condition. In Hungary wheat and rye are reported as above average condition with oats well germinated and corn planting almost completed. Larger areas of sugar beets and potatoes than in 1922 are reported in France and Czechoslovakia. In Austria Winter wheat is backward with areas of winter cereals smaller than average and the barley crop in good condition.

Russian trade delegates in Berlin state that total exports of rye to Germany amount to 11,102,000 bushels, according to a late dispatch from the department's Berlin representative. There were also exported from Russia to Germany 1,745,000 bushels of barley, 689,000 bushels of oats and 71,000 short tons of oilcake, the trade delegates state.

CANADIAN EXPORTS OF WHEAT AND FLOUR

Exports of wheat from Canada to the United States, the United Kingdom and other countries amounted to 166,294,000 bushels in the year ending April 1, or 57,000,000 bushels more than in the preceding year, according to special correspondence sent out by the Organization Committee of the American Chamber of Commerce in Canada. The

increase in value amounted to \$56,000,000, according to a report compiled by the Dominion Bureau of Statistics.

Shipments of flour during the year amounted to 7,255,441 barrels, the report shows, an increase of 2,350,000 barrels over the previous year. The value of flour shipments was \$50,922,968 as against \$31,481,243 in the year ending April 1, 1922.

Of the flour exports, it is pointed out, 3,173,135 barrels, or more than 40 per cent, went to the United Kingdom. Canadian seaports handled 1,923,673 barrels of this and 1,249,462 barrels passed through United States ports. The remainder of the flour amounting to 4,082,206 barrels was distributed to the United States, Japan, Italy, France, Australia, China, Spain and South America. Shipments to the United States fell off during the year, due, it is said, to the effect of the Fordney tariff.

The great increase in exports of both wheat and flour, the report sets forth, was due to Canada's crop of 1922 amounting to 399,786,400 bushels, the greatest output on record. Production in the prairie provinces of Manitoba, Saskatchewan and Alberta showed a marked expansion due to the increased settlement of land. The output of Canadian flour mills during the rest of this year will, it is believed, double the production of last year. Flour mills in Canada, according to the Dominion Bureau of Statistics, now number 1,332, of which 617 are located in Ontario and 457 in Quebec.

AMONG other proposals for assisting English farmers, the British Agricultural Tribunal recom-

mends the compulsory importation of milling offals in connection with all flour imports, at the rate of 25 per cent offals to 75 per cent flour. It recommends also an import duty of 1 shilling 3 pence per bushel on malting barley, with a preference of one-third this duty for barley grown in the Dominions. There is growing opposition to these measures, which, if passed, would place American exporters at a severe disadvantage. Their enactment into law is considered doubtful.

HOW RAISINS WERE RAISED

Our editorial in the last issue on the refinancing plan of the Sun-Maid Raisin Growers Association, called forth the following letter from a California subscriber. We are not sure that he expected the letter to be published, so will not give his name, which is well known and highly considered in the grain trade.

I noticed your editorial in your issue of May 15, "Raising Raisins" relative to the Sun-Maid Raisin Growers Association. I thought it might be of interest to you to know just how the Association secured 85 per cent renewal contracts. The writer happened to be in Fresno the last few days of the drive and 50 per cent of the renewals were obtained by intimidation, such as securing a crowd or mob of 50 or more persons and going to the grower's vineyard or home in the middle of the night, force him to sign or get out—in other words, practically shoved a pistol in his face. Furthermore, they went as far as to destroy vineyards, etc. Of course the community of Fresno and surrounding districts were in favor of the successful issue of this drive only on account of the powers that be and were afraid of losing business if they did not co-operate with the financial powers who had made loans on vineyards and were deeply involved. The writer talked with many prominent business men who on the face of it were in sympathy with the Association, but after talking confidentially with them in their own office said they were not in sympathy nor did they think the Association had used good business judgment, but they did not dare come out and air their views. As you realize, practically all co-operative associations throughout the land are trying to build up their organization by propaganda and promises instead of trying to build by actual performance.

I have only skimmed on the surface of the actual conditions covering this drive, but all can be substantiated by newspapers of Fresno or by any prominent impartial citizen of that part of the state. The Association did go broke and it simply was a matter of refinancing by raising additional money.

METALLIC TRASH IN GRAIN

Illustrations have been printed in this journal many times showing the variety of metallic objects that find their way to the mill in the grain. The worst collection we recall was one sent us by a miller who had unloaded a car of grain and found that it was unusually full of metal. Inquiry showed that the load that particular car had carried before being loaded with grain, was scrap iron. The grain (it was corn) had particularly incendiary qualities in the shape of metallic bits, had its character not been detected in time.

Ordinarily the metallic objects come straight from the farm, and not from the car in which the grain is shipped. They consist of bolts, nuts, nails, screws, washers and similar things. Even axes, tools, pocket knives and watches have been found in grain delivered at the mill, not to mention non-metallic articles that somehow escaped and hid themselves in the grain.

Each bit of metal in the grain to be handled carries with it the possibility of fire or explosion, the ruin or injury of a machine, and in some cases the cutting of bolting cloth. The lesson which experience teaches is obvious. Every mill and other establishments handling grain, should not only have separators, but grated dumps, magnets and every appliance calculated to remove foreign material from grain. This is true not only of wheat but of corn; and where there are rolls or stones provided especially for feed grinding, the miller should see to it that facilities are not lacking for separating every particle of metal. The high speed of feed mills is not the real fire hazard so much as the lack of care in looking after what gets into them. Keep metal trash out of machinery, whether making flour or feed. Lack of care in feed grinding makes it unnecessarily hazardous in the matter of fire.

NEWS LETTERS

BUFFALO

ELMER M. HILL CORRESPONDENT

ALTHOUGH Fort William and Port Arthur at the Canadian Head of the Lakes can receive 3,000,000 bushels of grain daily, Montreal and Quebec at the eastern receiving end of the Great Lakes cannot be depended upon to transfer to ocean vessels more than 1,500,000 bushels a day, according to a report on lake grain transportation made to the Canadian Government by the Royal Commission appointed last fall to investigate the Canadian grain shipping problems.

Copies of the report have been received by members of the Buffalo Corn Exchange and lake shipping interests engaged in the transportation of grain over the Great Lakes route. The report pays particular attention to the rapid growth of the St. Lawrence route via Buffalo and says that the movement of grain from Buffalo to Montreal via the Welland Canal and the St. Lawrence in 1920 was negligible, namely 500,000 bushels, while the movement of grain over this route last year totalled 19,500,000 bushels.

Evidence of still further increases in the grain movement between Buffalo and Montreal is indicated in the report by the new steamships ordered for this trade by the Eastern Steamship Company of Buffalo, a subsidiary of the Eastern Grain, Mill & Elevator Corporation. Several of these new boats, built in England and Scotland last winter, already have been placed by the company in the Buffalo-Montreal grain carrying service.

The same competitive conditions that prevail in the American grain carrying trade on the lakes must be restored to Canadian routes, the report says. Canadian steamship companies claim they have had to charge higher rates than American carriers because there was greater congestion at Dominion ports. Furthermore it is asserted the rates available to Buffalo in the early part of the 1922 season were so low as not to be profitable and therefore could not be used as a basis of comparison.

"Congestion has been adduced as a reason for difference in treatment of Canadian ports as compared with Buffalo," the Royal Commission stated in its report. "Satisfactory evidence as to the actual congestion at Buffalo has not been obtained. Such evidence as the Commission has obtained establishes that at Buffalo the congestion was as bad as at Port Colborne, Ont., and considerably worse than at bay ports."

The Commission states that various witnesses stressed the competitive conditions existing in the American lake grain trade. It was conceded that American ships were more favorably located with respect to return cargoes, which helps to a very great extent. Nevertheless it was asserted at a meeting in Toronto at which four of the largest Canadian companies, operating 90 per cent of the tonnage on the upper lakes was represented, rates were fixed.

These companies, the report states, were the Canada Steamship Lines, Ltd., the Great Lakes Transportation Company, the Mathews Steamship Company and the Algoma Central. It is charged that American railroads threatened to cut grain rates from the Middle West unless the Canadian lake carriers maintained their schedule of grain carrying charges.

Unless the weather in New York State becomes more favorable at once, farmers claim there will be a shortage of corn and other grains. The late spring retarded the planting of crops in many sections and the heavy rains have had a tendency to wash out the seed. There is every evidence, however, that there will be a banner crop of hay in New York State this year.

Members of the Buffalo Corn Exchange, especially those who make a specialty of dealing in oats, were greatly interested in a copy of a Government report received from the Department of Agriculture which said that the production of oats has reached its highest point in the United States. Commenting on the report, dealers in oats in the Buffalo market, which supplies a larger part of New York State and western Pennsylvania, said that the advent of motorized trucking, both in the city and country, and of the

tractor on the farm, is reducing markedly the commercial demand for feeding oats. It is predicted that the result will be reduced acreage and production which has increased rapidly since first Government estimates became available in 1868. The oat crop now ranks third in importance, that cereal being next to corn and wheat. The importance of barley, which ranks fourth among cereals in the United States, is increasing even though production is not, it was stated by members of the Corn Exchange. Rye is listed as an unimportant crop in this country, but there has been an increase in production since 1912, due to increased European demand which is expected to disappear later in a large measure. Rye has been flowing through Buffalo elevators in increased quantities in the last five years.

The steel steamship *Edwin T. Douglass*, named after the prominent Buffalo grain forwarder, which is one of 10 contracted for in England and Scotland last winter by the Eastern Steamship Company, a subsidiary of the Eastern Grain, Mill & Elevator Corporation of Buffalo, arrived in port early in June with a cargo loaded in England. Nisbet Grammer, George Grammer and J. J. Rammacher of the Eastern Grain, Mill & Elevator Corporation, went to Port Colborne, Ont., to meet the new ship and make the run to Buffalo with her. The *Douglass* will be put into the grain carrying trade immediately between Buffalo and Montreal via the Welland Canal. She is of steel construction throughout, 253 feet in length by 43 feet 3 inches beam and is driven by a 1,000-horsepower triple expansion engine. She can carry about 900,000 bushels of wheat in the Montreal trade. Boland & Cornelius of Buffalo will act as managers for the fleet of the Eastern Steamship Company. Other boats in the fleet are due in port this month.

William P. Doran, vice president of the Seaboard Forwarding Company of Buffalo, and for many years closely identified with the movement of grain over the New York State Barge Canal between Buffalo terminal elevators and the Atlantic Seaboard, has been appointed publicity agent of the New York State Department of Public Works which has jurisdiction over the State Barge Canal. Mr. Doran's headquarters will be in the state capitol at Albany. The position pays \$5,000 a year. In 1919 Mr. Doran was supervisor of towing on the Barge Canal, leaving that position upon the retirement of Superintendent Walsh from the State Department of Public Works. He is a graduate of Oneida High School and completed his education at Georgetown University.

Grain, elevator and cereal interests at Buffalo participated in the advertising pageant held in the Elmwood Music Hall by the Buffalo League of Advertising Women. Among the larger industries represented were the H-O Cereal Mills, Aunt Jemima Pancake Flour; Shredded Wheat Company, of Niagara Falls; Washburn-Crosby Milling Company, and others.

Thomas F. Toughey, formerly superintendent of the Buffalo Creek Railroad, who retired a short time ago after 51 years of railroading in New York State, was tendered a complimentary dinner by the grain and milling interests of Buffalo in the Hotel Iroquois. The Buffalo Creek Railroad is an interchange line which handles the grain cars for the terminal elevators along the Buffalo waterfront. Practically the entire car movement over the road is grain.

The flour and feed store of Crane Bros., in Ferry street, Niagara Falls, was damaged \$10,000 by fire early this month. The grain in the storage bins was badly damaged by water. The police say the fire was caused by an overheated elevator.

Flour prices in the Buffalo market early this month dropped to the lowest level of the last six years. Pre-war prices have been established on many grades and the demand is very strong. Latest price quotations in the Buffalo market in ½ cotton sacks, wholesale, are: Best patent, \$7.50; bakers' patent, \$7.25; first clear, \$6; pastry, \$7; Graham flour, \$7.50; rye flour, white, \$5.50; rye flour, dark, \$5.25.

Feeds are in fair demand in the Buffalo wholesale market. Latest June quotations are: Bran, per ton, \$32; standard middlings, \$34; flour middlings, \$36; Red dog, \$38; cornmeal, coarse, \$39; cracked corn, \$39; hominy, white, \$38.50; yellow, \$38.50; oilmeal, 31 per cent, \$51.50; cottonseed meal, \$54; Milo No. 3, per 100 pounds, \$2.25.

DULUTH

S. J. SCHULTE CORRESPONDENT

UNDER the handicap of high vessel freight rates on grain for eastern delivery on this market, it has been moving forward comparatively slowly, stocks in houses at Duluth and Superior still standing at approximately 15,775,000 bushels as compared with around 27,000,000 bushels at the opening of navigation on May 5. As high as 6 cents a bushel was paid by some operators for space to cover contracts for early delivery at Buffalo and from that figure it has fluctuated all the way down to 4½ cents. At present the rate on wheat and rye stands at 5 cents for Buffalo delivery, first half of June shipment or at 4 cents for shipment to Georgian Bay ports.

Elevator and commission house interests here considered that the lake freights rates demanded were more than the traffic could stand with the result that the bulk of the winters' holdings have not gone forward into eastern milling and export channels. It is felt that grain trade interests here have lost considerable business through the attitude of the vessel men. The manager of one of the elevator companies mentioned in that connection that he had lost out on one corn trade aggregating approximately 200,000 bushels, the grain being routed to Chicago in consequence of a 3-cent boat rate for Buffalo delivery being in effect there.

Among the latest recruits to the younger element in the grain trade on the Duluth market is E. J. Lawler, manager of the Hansen Produce Company's office on the Board of Trade. Since his arrival here from the New York office of his company a few weeks ago, Mr. Lawler has been credited with putting over some substantial deals in Durum and rye for export shipment, one of them being the purchase of 2,000,000 bushels of Durum from an elevator company for prompt Buffalo delivery. He has intimated that his house is on the trail for business and proposes to go out after its fair share of the trade on the Duluth market during the present shipping season. The New Yorker is fast earning a reputation as a good mixer and during the short period he has been on this market he has established close business relationships in elevator and commission house circles. The Hansen Produce Company is regarded as having established itself in a commanding position in the export grain trade during the years it has been in business. Besides its headquarters at New York, it has offices at Chicago, Baltimore, Montreal and Winnipeg.

Only one change was reported in the personnel of the houses operating on this market during the last month. It came in the purchase by C. Francis Haley, manager of A. D. Thomson & Co., of the Duluth Board of Trade membership of William Grettum. The latter was one of the oldest operators on this market, but he was forced into insolvency several months ago through unfortunate business connections with buyers at some interior points who were caught in the big break in the markets two years ago.

State Senator Ira D. Staples of Portland, Ore., was a recent visitor on this market, being upon a visit to his brother, Samuel F. Staples, general superintendent of the Globe Elevator Company. He made a study of the grain elevator situation and the methods of handling grain here. Grain men here were interested in his statement regarding the expansion in grain shipping at Pacific Coast points during the last few years. He expressed the opinion that the grain movement at the coast will continue to show expansion.

Benjamin Stockman, manager of the Duluth-Superior Milling Company, received a hearty reception and wishes for many happy years upon his return from his honeymoon trip early this month, the wedding having taken place in Florida.

Percy Fuller, manager of the American Linseed Company's Winnipeg office, spent a few days upon this market recently. He sponsored an estimate that the three Canadian Northwest provinces may raise a wheat crop of 300,000,000 bushels this season. Information gathered by Winnipeg operators went to show that the

acreage seeded to wheat up there is only slightly under that of last year, and that with good growing conditions so far the plant is making rapid headway. Mr. Fuller explained that imposition of the heavy American duty upon flax had put somewhat of a damper upon raising it in the Canadian West. It is believed however, that a survey will show an increase in the flax acreage as compared with 1922. It is assumed that the bulk of the Canadian crop will again find a market in the United States in spite of the duty.

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Just as was the case in oats two years ago, rye is considered to have furnished this season's marketing tragedy. The market in spot No. 1 rye has receded 16 cents from the early winter prices, the break during the last month alone amounting to 6 cents. At its present market basis, holdings of rye in the elevators here aggregating 8,000,000 bushels represent heavy losses in some quarters. It has been pointed out that expectations of holders who had been counting upon export demand being in sufficient volume to move all the stocks in store early this season have gone glimmering through the influence of reports that Russia had re-entered the export trade in that grain with the closing of contracts for German deliveries. Present holdings of rye, including that in elevators at Duluth, Minneapolis and Winnipeg, and in farmers hands over the Northwest, are placed at 22,000,000 bushels. The remarkable reversal of form in the rye market is regarded as strikingly illustrated in the fact that only a few months ago some of the authorities in the grain trade were strongly advising sales of corn and purchases of rye on the Chicago market.

* * *

Under a recent revision in the rules of the Duluth Board of Trade grades of the Wisconsin Grain & Warehouse Commission have been made acceptable on all grain and flaxseed where previously they were only acceptable on rye. Hitherto Minnesota inspectors have been permitted to grade grain in Superior elevators but under a recent enactment of the Wisconsin legislature inspections must in future be made by officials of that state. The Wisconsin grades are the same as those of Minnesota and they are under Federal supervision. The grain trade here has been advised that a Federal inspection office independent of Duluth will be opened in Superior at once. It is claimed that the change will effect a saving of from 24 to 48 hours in making rechecks of inspectors. Superior men contend that those rechecks can be made in three or four hours over there, whereas up to the present it has been necessary to bring the samples to Duluth and then to return them. Under the rules as they stand, a recheck must be made in the event of a variation in Wisconsin inspections of cars that have been inspected in Minnesota. Officials here asserted that reinspections have sustained the original Minnesota terminal inspections in nine out of ten of the cars that have been rechecked. The new inspection rule is expected to save considerable time during the fall rush.

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R. M. White of the White Grain Company asserted that his office has been in receipt of most encouraging reports regarding the crop outlook in this section. These have been confirmed by personal trips that Mr. White has made by auto over a wide range of territory. With the prospect of active lumbering operations in northern Minnesota and Wisconsin next fall he looks forward to a good trade developing in feed-stuffs.

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H. J. Atwood of the Atwood-Larson Company, who is a member of the Northwest regional advisory board, returned from a recent conference of that organization at Fargo, N. D., very hopeful that the railroads would be in position to grapple more effectively with the grain movement in the Northwest next fall. It is hoped, he said, that the eastern railroads will take adequate steps to keep grain cars of western roads moving back to them. He laid stress upon the point that congestion at Buffalo has invariably backed up to the farms of North Dakota and other northwestern states.

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Specialists in Durum on the Duluth market are counting upon another active period in handling it next fall and winter. They contend that Durum wheat has established a place for itself and that dealers are now sure of an active demand for it from the domestic macaroni trade and from exporters. It is claimed that foreigners have been coming into the market for Durum to a greater extent during the last two seasons, and they are of the opinion that its acreage will gain over the Northwest for the reason that it can be raised successfully under dry soil conditions where growers have invariably fallen down with Spring wheat.

* * *

Progress is being made in pushing forward the erection of the Russell-Miller Milling Company's new 2,500,000-bushel elevator at Duluth. It is expected that the plant will be ready to participate in the handling of next fall's grain crops. As far as can be gathered no other new grain elevator construction is in sight on this market for the present season. Elevator interests here are not disposed to make any extensions until they know better where they are likely to stand as regards further governmental interference or regulation. Among other happenings, the bill put through at the last session of the Minnesota

state legislature authorizing the establishing of state elevators at Minnesota or St. Paul and Duluth is not relished. It is considered a mistaken policy for the state to assume to compete with private elevators. The effect of governmental interference with marketing grain is regarded as having been illustrated in the working of the new futures trading bill so far. It is claimed by dealers here that the decline of several cents a bushel in wheat recently was due mainly to lack of buying power through the elimination of speculation that in the past has served to take up the slack. It is claimed that wheat held by many large holders was thrown overboard when the recent call was made by Federal supervisors upon dealers asking for the names of customers holding contracts for 200,000 bushels or more.



SOME rather extraordinary declines in receipts of grain have been recorded in recent weeks at the Milwaukee market, in fact for the entire month of May, according to the official report of the Chamber of Commerce statistical department.

During the month of May the receipts of corn at Milwaukee according to this official record, were only 270,520 bushels as compared with 3,021,610 bushels received for the corresponding month a year ago. It is true that last spring witnessed some very heavy receipts of corn at the Milwaukee market, but the figures for May, 1923, are so far below last year that they have attracted considerable attention.

The receipts of oats for the month of May just passed were 1,135,200 bushels compared with receipts of 2,661,045 for the corresponding month of last year. The receipts of oats for the past month were therefore less than half of the amount for the same month last year, also a striking decline.

The receipts of barley at the Milwaukee market for the month of May, 1923, were 502,440 bushels as compared with receipts of 859,960 bushels for the corresponding month of last year. Barley supplies therefore have been a little more than half of the supply of last year.

The receipts of rye at the Milwaukee market for the past month were 77,825 bushels, according to the official record, as compared with receipts of 260,455 bushels for the corresponding month a year ago. The supply of rye is therefore less than one third of the supply for the same month a year ago.

The foregoing record of grain receipts indicates that the supply of grain for the past month have ranged from one third to a half or a little more of the receipts for the same month last year, with the exception of corn where receipts were only about 10 per cent of the large receipts of last year.

Wheat is the only one of the five grains to show a gain in receipts at Milwaukee for the past month. The wheat supply was 194,600 bushels as compared with receipts of 114,775 bushels received for the corresponding month a year ago. Since wheat is one of the less important grains at the local market, this is devoid of any great significance.

* * *

The same record of small grain movement as applied to receipts at Milwaukee, also holds with reference to the shipments. The shipments of wheat for the past month were 260,070 bushels, as compared with shipments of 225,085 bushels for the corresponding month a year ago. Wheat shipments therefore show a gain, which, like the receipts, were exceptional.

The shipments of corn for the past month at Milwaukee were 1,030,339 bushels, as compared with shipments of 3,397,798 bushels for the corresponding month a year ago. The shipments for May, 1923, were only about one third of the size of those for the same month of 1922.

The shipments of oats from Milwaukee for the past month were 1,524,944 bushels as compared with shipments of 2,351,456 bushels for the corresponding month a year ago. Oats shipments were therefore a little more than half of those for last year.

The shipments of barley from Milwaukee for the past month were 247,806 bushels according to the official record as compared with shipments of 570,340 bushels for the corresponding month a year ago. The barley shipments for May, 1923 were therefore less than half of the shipments of last year.

The shipments of rye from Milwaukee for the past month were 207,610 bushels as compared with shipments of 399,388 bushels for the corresponding month a year ago. The rye shipments are also about half of those of May, 1922.

The above official figures indicate that the shipments of grain from Milwaukee for the past month were one third to one half of the shipments for the same month a year ago, with the exception of, wheat where a slight gain in shipments was shown.

* * *

A decided improvement in grain receipts at Milwaukee is looked for by local grain handlers during the month of June. The last week of May including

also two days in June showed receipts of only 238 cars as compared with offerings of 273 cars loads in the week previous, 1,055 car loads for the corresponding week two years ago.

In the following days in June, however, a gain in local grain receipts is reported. A number of grain dealers feel that the grain movement was small in May because farmers were extraordinarily busy during that month, due to the late spring, and that therefore the grain selling was deferred, only to be resumed again with redoubled vigor in June and later. The gradual increase in the grain movement with the progress of June, tends to bear out this opinion.

On the other hand, Milwaukee grain men say that Milwaukee is in the same boat as the other Northwestern grain markets in reporting small receipts of grain during the past spring. These grain men point out that more and more of the grain this season has been going to the Southwest, to Omaha, Kansas City and other cities, there to be transhipped to the southern ports of Galveston, New Orleans, etc. This point of finding the southwestern markets more attractive, is believed to be only a temporary condition which will be speedily changed in the future.

A third reason given for small grain receipts is that farmers have found that they had to feed more due to the cold and protracted spring. In some cases, it is reported at Milwaukee, the farmers went to the country elevators and hauled their grain back to the farm again, because they found that they needed it again, during the abnormal season. With grain prices at a fairly high level, especially with corn selling well above 80 cents, it was believed that grain prices were high enough to tempt the vast majority of farmers to sell out.

* * *

The grain in store at Milwaukee is now down to the usual small aggregate with a supply at the opening of the present month given at 95,000 bushels of wheat in round numbers, 44,000 bushels of corn, 372,000 bushels of oats approximately, 33,000 bushels of barley and about 79,000 bushels of rye.

* * *

Reports from Superior, Wis., indicate that the secretary of agriculture has announced that a Federal grain inspector's office will be located there. The new office will be independent of the Duluth offices, according to E. W. Fiedler, head of the Wisconsin Grain Commission. The announcement came to Mr. Fiedler from Congressman H. H. Peavey of Washburn, Wis.

* * *

The June rate of interest has been determined by the Finance Committee of the Chamber of Commerce and announced as 6½ per cent. This is the same as the rate prevailing last month.

* * *

The receipts of hay at Milwaukee are fairly large for this market and consist largely of medium grades which are not in brisk demand at this time of the year. High grade hay is a rather rare article and it will bring a good price, according to the leading dealers. Grassy mixtures and off color Timothy are hard to sell in this market at the present time. The demand for Clover and Clover Mixed hay is reported as brisk, providing that the hay is of good color and ready for immediate shipment. The market for marsh hay is also strong.

* * *

The prevailing grain prices at Milwaukee market are showing a number of gains with the best showing in the big advances in corn. No. 3 barley is now selling around 67 to 69 cents as compared with a ruling rate of 66 to 67 cents a bushel for the corresponding time a year ago. No. 3 White oats has been selling around 45 cents a bushel recently as compared with quotations of 35 to 37 cents for the same grade at the corresponding date a year ago. No. 2 rye has been quoted recently at the Milwaukee market at 72 cents as compared with a ruling price of 95 cents for the corresponding time a year ago. No. 2 Yellow corn has been selling recently at 83 to 84 cents a bushel as compared with a prevailing rate of 58 to 59 cents a bushel for the corresponding date a year ago. No. 1 Dark Northern wheat has been selling at the local market at \$1.17 to \$1.19 a bushel as compared with prevailing prices for the same grade of \$1.54 to \$1.64 for the corresponding date a year ago.

These comparisons indicate that there is wide variation in the price trends of the grains. Corn leads the advances with a gain of 40 per cent in round numbers. Oats comes next with gains of approximately 20 per cent, barley comes third with a slight gain of something like 3 per cent. Among the losses are wheat and rye, wheat leading with a loss of something like 27 per cent, while rye has gone down nearly as much with a decline of almost 25 per cent.

* * *

The report on Wisconsin crops indicates that the grain fields were too dry and cold in the early spring, while rains and warm weather later have done much to establish a good crop outlook. While crop prospects are not brilliant, it is believed that they will be well up to the average of former years.

Corn is up in most sections of the state and is being cultivated. The stand is more or less irregular, due to the cold weather during the corn planting period. Spring wheat, barley and oats are in fair condition, but stands have been thin. The recent rains, however, are expected to help the stand materially and bring about

better root development. Rye is fair, but it is heading rather short because of the dry weather during this period of growth. Winter wheat looks like a fair crop. The meadows and pastures have been backward much of the season, but the recent heavy rains are expected to prove of very material relief.

* * *

G. F. Haldeman, a veteran business man of Norwalk, Wis., and a well-known grain dealer of the firm of Haldeman & Walz, fell dead recently while boarding a train. Mr. Haldeman had been connected with many enterprises in his home city, both public and private.

* * *

One of the most interesting grain announcements in Milwaukee in many years was that of the sale of the Taylor & Bournique Company to the Cargill Grain Company. The news was conveyed by L. G. Bournique, the company's president. All the local holdings of the Taylor & Bournique Company, as well as the branch offices in Buffalo and New York City, were taken over by the Minneapolis concern. Albert R. Taylor, vice-president of the Taylor & Bournique Company, assumes charge of the Milwaukee branch of the Cargill company. Mr. Bournique has no business plans for the present at least.

The Taylor & Bournique Company was one of the best known grain firms in Milwaukee and had been operating under this name for several years. It operated Elevator "E" at the foot of Sixth avenue, with a storage capacity of 1,650,000 bushels.

* * *

Judge Gustave Gehrz of Milwaukee has overruled the demurrer filed by the city of Manitowoc in the Cereal Products Company case in which that company seeks to recover \$16,014 of \$19,000 paid in taxes two years ago. The products company paid that amount in taxes under protest two years ago, claiming that since prohibition the value of its plants in Manitowoc had greatly lessened. Under the ruling of Judge Gehrz, the city will be obliged to answer the complaint and a trial of the issues raised in the case will then be held on its merits. The Cereal Products Company formerly was the William Rahr Sons Company, one of the largest breweries and malt concerns in the State of Wisconsin.

* * *

The great shipments of grain shortly after the opening of navigation on the Great Lakes was indicated by the record made at Superior, Wis., where seven ships left the harbor loaded with grain, in a single day. These vessels carried no less than 1,165,000 bushels of grain. This is by far the greatest shipment of grain made in 24 hours during the present season from the Superior port.

* * *

President H. E. Byram of the Chicago, Milwaukee & St. Paul Railroad, declared recently while in Milwaukee that the company has an excellent crop outlook along its lines. Mr. Byram stated that the crop is about 10 days late, but that warm weather and seasonable rains will easily bring the growth period back to normal. He asserts that the late crops are just as likely, in fact more likely at times to produce a good yield than the so-called early seasons.

The company will be in excellent shape to give the grain men of the Northwest good services next fall, he stated, because several millions of dollars worth of new cars had been ordered to take care of the grain trade and most of these cars will be delivered in time to take care of the big summer and fall movement from the grain belt. No railroad can take care of all the grain which is offered for shipment in a limited time, Mr. Byram asserted, but he said the company will be in better shape to handle this grain traffic than it has been for years and reasonable service is assured in that field.

Mr. Byram also assured his interviewer that the farmers in the Northwest are in better financial condition than is generally believed. He maintained that farmers received a fairly good price for their crops of last season and have been enabled to pay up their debts quite largely by the funds derived.

* * *

Among the new members who have been elected to the Chamber of Commerce are Bruno A. Bergenthal of the Red Star Yeast & Products Company of Milwaukee, Franklin S. Funke of the Vye Grain Company of Minneapolis, and O. Fred Olson of the Farmers Elevator Commission Company of Minneapolis.

* * *

A special report on grain acreage in the state of Wisconsin, indicates that rye area is approximately 20 per cent less than that of last year, but at the same time acreage will be about the same as it was in 1920 and 1921. This reflects the fact that the 1922 rye acreage in Wisconsin was abnormally high and that the 1923 area is merely getting back to the old and lower normal levels. The condition of the rye crop was given at 91 per cent. This is just three points lower than the condition of rye for the same date a year ago.

* * *

At a meeting of the Board of Directors of the Chamber of Commerce, Milton Baer was elected as one of the trustees of the gratuity fund, in succession to David G. Owen, who has resigned. The other trustees are Edwin S. Mack, chairman; Fred H. Vogel Jr., John H. Puelicher and Albert C. Elser. Milton Baer is

known as an investment expert and an authority on the value of bonds. He is a member of the Milwaukee Bar Association to which he was admitted in 1900. For the last 12 years he has practiced law, and has devoted his time very largely to the proper investment of trust funds. The gratuity fund holds a large sum of money for investment in a fund for grain men, the money to be paid as death benefits to persons designated.

* * *

The brewers in Milwaukee have received a notice from the prohibition commissioner that they must stop immediately the manufacture and sale of all products which can be used for making of beer in the home. This order will in fact apply to every brewer in the State of Wisconsin. The prohibition commissioner says that most of the stuff used for making home brew is now turned out by the breweries, so that hereafter makers of home brew will have to depend for their malt products on the output of the independent makers of these goods.

The prohibition department says it is aiming to cut off the brewers, "the big fellows", so that the retail trade in malt products will be snuffed out automatically by the lack of a source of supply. The edict of the Government is aimed at the production of malt, malt sirup, malt extract and a product called wort, which only needs the addition of yeast to make it into beer.

* * *

Milwaukee mills in the first week of June turned out only about 300 barrels of wheat flour, against 4,900 barrels for the previous week and none for the corresponding week a year ago. This is normally the between-season of small demand for flour. The small amount of activity of the mills is also a reflex of the heavy stocks of flour which have been reported for the city on opening of the month.

The output of rye flour for the week has been none compared with 200 barrels in the previous week and 1,500 barrels for the corresponding week a year ago. The rye flour market is also in a rut with comparatively little demand, which is approximately the condition of the market for white flour.

* * *

Warren R. Anderson, magazine publisher of Milwaukee, has been re-elected as the treasurer of the American Feed Manufacturers Association. Mr. Anderson is well known in the feed and package trade.

* * *

The strong revival of wet sentiment in the state is indicated by the fact that the Cream City Brewing Company has organized a \$1,000 corporation in the state. The company has no intention of manufacturing anything at present, but it was organized to keep any one else from using this trade name in case the time does come that the Volstead Law is rewritten to permit real beer. While there is life, there is hope, is the attitude of those who see a strong possibility of a come back for real beer. Cream City was one of the important makes of Milwaukee beer in bygone days.

* * *

The Executive Board of the Wisconsin State Federation of Labor has gone on record as favoring the return of light wines and beer. This organization of many thousands of workmen is strongly in favor of restoring the "rights" of the masses by giving them back the drinks which they say are as old as history itself.

* * *

Records kept by the Chamber of Commerce Weighing Department show that the shortage of weight of car loads of grain which have been weighed at other points varies in loss from 60 to 76 pounds per car.

* * *

Recognizing the heavy loss to producers and millers of bread stuffs from rust spread by the barberry, a milling company is offering free of charge to Wisconsin the necessary chemicals with which to eradicate the bush. One of the principal railroads in this territory has also offered to carry the chemicals free of charge to promote the wholesome movement. The Wisconsin movement will be under the direction of field forces handled by Noel F. Thompson with headquarters at Madison, Wis. Wisconsin will use both common salt and sodium arsenite. The use of chemicals to accomplish this object was started in the state last year.

Leaders from eight northern states met at Madison, Wis., recently to observe the effect of the use of chemicals to eliminate the common barberry. Areas in Wisconsin and adjoining states, where the barberry flourishes wild, will be visited and the treatment applied. Mr. Thompson will give instruction on how the chemicals shall be applied.

A movement is also under way to eradicate weeds in fields which are said to cost the grain trade \$30,000,000 each year. The eastern part of Wisconsin is found full of quack grass, one of the worst of weeds. It is estimated that farms can be cleared of weeds at a cost of about \$38 each. Efforts will also be made to keep these weed areas from spreading to the western parts of the state where the fields are comparatively free of the menace.

* * *

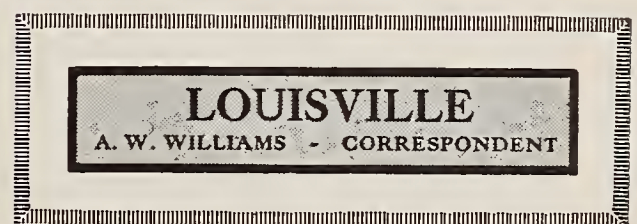
A new patented grain door has been invented by a member of the Chamber of Commerce weighing department and is being promoted by the Froedtert Grain & Malting Company. The door is a metal section, 10 inches wide, hinged near the end and equipped with a

locking device. The strip breaks at the hinged point and lets out the grain. This section near the bottom of the door can be removed easily and quickly, the grain begins to flow out and the other wooden sections can be easily removed. This will obviate the destruction of wooden grain doors as it relieves the pressure on the door.

* * *

In a meeting held at Milwaukee to discuss remedies for the lowering of lake water levels by the diversion of water by the Chicago Drainage Canal, William George Bruce, harbor expert, said that every inch of lake lowering costs the lake shipping interests about \$750,000. He pointed out that Milwaukee has 9,000,000 tons of shipping each year while Chicago has only 2,000,000 tons. For that reason Chicago need not worry much about what happens to shipping he said, while Milwaukee does.

Robert Isham Randolph, Chicago engineer, presented the Chicago attitude saying that Chicago was making \$1,000,000 annually out of the power derived from the canal project and that more water is desired from Lake Michigan so that more power plants can be built. With an allowance of 10,000 cubic feet of water a second, compensatory works would be built by Chicago in the St. Clair and Niagara Rivers which would prevent lake water levels from going any lower. Both Milwaukee and Canadian speakers denied that this would be a remedy and asserted that Chicago would have to stop "stealing" lake water to carry away its sewage and to generate power for profits.



BUSINESS during May was quite good in Louisville with retailers and jobbers, due largely to the spring race meeting, but now that the stables of racers have moved on to Latonia, Ky., things have been slow around South Louisville. Jobbers report fair business locally and out in the state, but there is nothing rushing in any department.

The elevator companies report that business is dull, as it is between seasons, and there isn't much stock of any kind moving, and relatively small stocks on storage. A few inquiries are being received relative to storage space for wheat, which will probably start moving from the farms about July 5 to 10, although the season is considerably behind schedule this year, due to cold and rainy weather.

Demand for chick feed, that is baby chick feed has been poor this year, bad weather all spring resulting in a relatively small crop of chickens, and this will affect hen feed a little later on.

F. C. Dickson, of the Kentucky Public Elevator Company, reported that there was a little inquiry for wheat storage on the new crop, but that present storage stocks are light, and daily handlings smaller than for some time past.

* * *

Edinger & Co., local jobbers of hay, grain, feed, etc., have dissolved the corporation, and will operate as a firm composed of O. W. and E. W. Edinger. Albert Edinger withdrew from the concern some two or three years ago, when he entered the automobile parts business, taking over representation for the Continental Motors Company, Borg & Beck Clutch interests, and for standard assembly manufacturers.

* * *

Backward seasons have resulted in corn being quite low in the fields and it is reported that a good deal of corn had to be replanted in some sections and along river bottoms. Wheat is far behind. Stripping of Bluegrass seed had started, but operations are slow due to backward weather and rain.

* * *

The feed and flour storage warehouse of Herbert T. Hawkins, Paducah, Ky., was burned on the night of May 30, in a blaze that caused a loss of \$30,000.

* * *

The milling machinery house of Buckley Bros., Louisville, heretofore operated as a firm, has been incorporated by Ray Buckley, F. P. Buckley and M. L. Kannapell.

* * *

At Greenville, Ky., the concrete mill and elevator of the Home Milling Company, was recently sold to a newly organized company of which C. F. Martin is president and R. D. Brooks, Ned Harper, Harry Willis and C. M. Martin, are directors. The plant was built in 1912, and has a 75-barrel capacity. S. B. Wynn will be manager.

* * *

Henderson, Ky., in the lower Ohio River bottomlands, and a great corn raising district, reports that a lot of corn is having to be replanted as a result of the long periods of excessive rainfall suffered in that district.

* * *

Prices here are fairly steady all along the line. Feed prices are firm with bran at \$32; mixed feed and middlings, \$33; hominy feed, \$37; cracked corn, \$39. Corn is quoted at 91 cents, with White No. 2 carrying a premium of a half cent on most sales. Oats are 48½

cents for No. 2 White. Hay prices show No. 1 Timothy \$21; No. 2, \$19; Mixed, No. 1, \$18 to \$19; No. 2, \$16 to \$17; Clover, No. 1, \$18; No. 2, \$16; wheat and oat straw, \$11½ rye straw, \$13. During the races straw got up to \$16 to \$17 a ton.

Miss Edna K. Emhoff, representing Oscar Farmers Sons; and V. F. Kimbel, representing the Ballard & Ballard Company were among about 30 credit representatives of local houses who went to Atlanta, Ga., for a meeting of the National Association of Credit Men, starting on June 11.

TOLEDO

C. O. BARNHOUSE - CORRESPONDENT

TOLEDO millers stand to recover several thousands of dollars as a result of a ruling approved June 4 by the Interstate Commerce Commission. Complain had been filed alleging that excessive switching charges ranging from \$1 to \$9 had been assessed against shipments passing through Toledo to be milled in transit by the Larowe Milling Company and as stated above has been decided in their favor. Other shippers will now take steps to recover over charges assessed against them and it is estimated that these claims will amount to several thousand dollars.

Walter Beaven, Fred Lewis and E. W. Wagner, of Chicago visited the Toledo Produce Exchange recently.

Chas. Betz, of A. T. Betz & Son, Danville, Ill., spent a few days in Toledo last week. He states that crops in central Illinois, especially wheat, are looking swell.

Homer Flanigan, of The Crawfordsville Seed Company, Crawfordsville, Ind., was in Toledo Saturday. His son accompanied him. They spent several hours on the trading floor of the exchange.

H. R. White, of White Bros., Scott's, Mich., visited the offices of J. F. Zahm & Co., recently.

C. O. Garver, of the Ohio Grain Dealers Association offices, Columbus, spent two days in Toledo last week looking up recruits for the Association. He reported good success.

J. D. Hulburt, secretary-treasurer of the Toledo Grain & Milling Company, attended the national Shrine ceremonial at Washington, D. C., last week returning home Tuesday, June 12.

H. R. Devore and G. D. Woodman of H. W. Devore & Co., and Frank Moorman of the Crumbaugh & Kuehn Company, spent a couple weeks fishing in northern Michigan the fore part of the month.

The Ohio Bankers Association which meets in Toledo June 22 is to hear an address on co-operative marketing by James C. Stone, president of the Kentucky Burley Tobacco Growers Association, while ex-governor James P. Goodrich, of Indiana will address them in the interest of the Great Lakes-St. Lawrence waterway.

The Western Reserve Grain Dealers and Millers Association held a meeting and banquet at Elyria, Ohio, Friday evening, June 8 at which H. O. Barnthouse, manager for Hulbard, Warren & Chandler at Toledo, was present and addressed them.

At the regular monthly meeting of the Northwestern Ohio Farmers Grain Dealers Association at Defiance, Ohio, June 4 the following program was followed: "Are we Satisfactory to our Competitor?" E. T. Dickey, Jewell, Ohio; "The Stockholder and the Competing Elevator," R. E. Croninger, Grand Rapids; "Business Conditions from a Manufacturer's Standpoint," C. E. Roache, Toledo; "What do and what should Farmers expect from the Co-operative Elevator?" L. I. Winch, McClure; "Our Biggest Job," M. L. Howell, Napoleon; "The Managers' School," Wm. Pickard, Bowling Green; "Shall we buy Wheat by Grade?" Chas. Krohn, Deshler; "Co-operative Marketing," C. V. Truax, Ohio Director of Agriculture. A good attendance was present and an interesting meeting was held.

The Ohio Co-operative Managers' Club held their annual meeting at Toledo, June 6 and 7 with a good attendance. The meeting was called to order by President L. J. Ducatt, who announced the appointment of committees and delivered his annual address after which adjournment was taken for lunch. At the afternoon session the secretary's report was read and the meeting was addressed by O. W. Cole of Jenera, on "Livestock Shipping," and E. T. Dickey of Jewell on "Competition." The principal address of the afternoon was delivered by L. B. Farlow of the Illinois Farmers Grain Dealers Association, while

the afternoon session was closed by a question box discussion led by Chas. Krohn, Geo. Tawney, Roy Arndt and R. C. Younce. A banquet and entertainment were held at the Chamber of Commerce in the evening. Prof. Guyer, the speaker of the evening, failed to appear and R. E. Croninger who acted as toastmaster called on several of those present for short addresses and the evening was pleasantly spent. The second day's program consisted of addresses by J. S. Phillips, Tontogany; C. W. Palmer, Defiance; Chas. Latchaw and L. R. Forsyth. The members visited the Toledo Produce Exchange, its inspection department and the offices of Federal Supervisor C. L. Cannon.

The problem of freight congestion which was taken up informally some time ago by the car service division of the Interstate Commerce Commission will result in several improvements in Toledo's transportation facilities. It is understood that they have recommended double tracking of the Toledo Belt Railway, a large freight clearing yard and an ample freight clearing house to take care of less than car-load shipments.

George Rudd, of the National Milling Company, and Mrs. Rudd, attended commencement exercises at Bryn Mawr, Pa., where their daughter Isabelle graduated early this month. They also visited Philadelphia and Atlantic City on their trip.

Geo. C. Grover was installed as manager of the Farmers Elevator of Rising Sun, Ohio, May 31.

The bankruptcy petitions of Philip and Eunice Horn of Monroeville, Ohio, were filed in Federal court here June 1. Mr. Horn was formerly engaged in the grain business at Monroeville. Liabilities were listed at \$38,847 with assets of \$2,575. The wife declared debts of \$22,500 and assets of \$2,860.

J. P. Schmidt, formerly of Mt. Gilead, Ohio, assumed the duties of County Agent of Seneca County at Tiffin June 6 succeeding Geo. Reed who was compelled to resign on account of ill health.

It is reported that 50 per cent of the corn in Crawford County, Ohio, will have to be replanted on account of the extreme cold weather followed by a week's rain.

The Daniel Husker Company has been incorporated at Kenton, Ohio by E. H. Daniel, W. W. Bowers, C. C. Patton, H. E. Pearce and Frank Laubis. Work on a factory building is expected to start at once. They expect to manufacture motorized corn husking machinery. Mr. Laubis is a grain dealer at Hepburn, Ohio.

NEW YORK

C. K. TRAFTON - CORRESPONDENT

THE annual election of officers of the New York Produce Exchange resulted in the return to office by a practically unanimous vote of all the officials whose terms expiring, viz.: President, George Rossen, shipping; vice-president, Philetus H. Holt, flour; treasurer, Edward R. Carhart, banker. The "regular" nominees for membership on the Board of Managers were also elected almost unanimously, namely; W. A. Johns, provisions, B. H. Wunder and W. W. Starr, flour; Winchester Noyes, shipping; L. W. Forbell and William Beatty, grain. For Trustees of the Gratuity Fund, John V. Jewell and Walter B. Pollock were chosen.

Raymond L. Brummel, formerly identified with the Barnes-Ames Company, has severed that connection and is now with the firm of Crofton & Co., grain brokers on the New York Produce Exchange.

R. R. McRoberts, who was for 10 years connected with the old firm of James Carruthers & Co., Inc., grain merchants, first at Toronto and then here on the Produce Exchange, has decided to remain in this market as a grain broker, having joined forces with L. W. Leisner & Co. This, of course, was a sequel to the withdrawal of Carruthers & Co. from the New York market.

Members of the grain, cereal, and cotton-oil trade, not only on the New York Produce Exchange, but in other markets as well, were much gratified to learn that their esteemed friend George K. Morrow, well known for many years as head of the cereal distributing firm of Morrow & Co., had been elected president of the American Cotton Oil Company. It was the consensus that this was a wise move on the part of the directors of this company, as it was realized that under Mr. Morrow's capable management the outlook had become brighter for more successful progress. His many friends congratulated not only Mr.

Morrow, but the American Cotton Oil Company upon his acceptance of that important position. Furthermore, they were pleased to learn that Mr. Morrow still retained his full interest in Morrow & Co. and that the personnel of the company will remain unchanged.

Members of the grain trade on the New York Produce Exchange were sorry to hear that William C. Mott was no longer with the Nye & Jenks Grain Company, of which he was vice-president and manager of the local office. Hereafter he will be associated with the Grain Growers Export Company.

The Board of Managers of the New York Produce Exchange has elected to membership John Kellogg of the Armour Grain Company and K. Nischk, with Jules J. Picard, grain merchant.

Much regret was manifested by members of the grain trade on the New York Produce Exchange on receiving the announcement that the old firm of James Carruthers & Co., Inc., grain merchants and large receivers and exporters of wheat, particularly from Canada, had decided to close their New York office. It had been decided by the firm to transfer the business heretofore done here to the home or parent office at Montreal where James Carruthers, the head of the firm, resides. C. S. Band, a junior partner, will remain in this market during the summer to liquidate the firm's affairs. Mr. Carruthers, the senior partner, has recently returned from a four months' trip abroad, during which he visited Italy, France, England and Egypt.

Members of the grain trade, not only on the New York Produce Exchange, but in other markets as well, were somewhat surprised to hear that the well-known firm, the Taylor & Bournique Company, shippers of grain, feed, etc., with headquarters at Milwaukee, had ceased to exist, the business having been taken over by the well-known Cargill Grain Company of Minneapolis and Milwaukee. It was also announced that the entire organization of the Taylor & Bournique Company, including offices at Buffalo and New York, had been taken over by the Cargill concern with A. R. Taylor, former vice-president, as manager. Members of the trade here were pleased to hear that the managers of the local office will remain as before, Fred L. Hebert and Charles Costenbader.

J. O. Husted, head of C. A. King & Co., the well-known seed and grain house of Toledo, stated in one of his recent valued trade letters that wheat was the cheapest thing on the grain list. There are many here who disagree with that opinion on the value of wheat. There are numerous experienced members of the trade here who have long contended that rye is cheaper than wheat. They point out that rye is approximately 40 cents under wheat, which is exceedingly unusual, as in ordinary seasons the difference is roughly 20 cents. It must be admitted, however, that the exports of rye continue singularly light, notwithstanding the general agreement that the price was under cost of production. No doubt the light exports are largely due to the bad condition of political and economic affairs in Germany. On the other hand, it was asserted that the scarcity and high cost of corn had led many to feed live stock with larger quantities of rye mixed with other grains.

A. F. Lane, Inc., distributor of flour, grain and feeds, now located in the New York Produce Exchange Building, have been appointed sales manager for Gold Medal products in Greater New York, Long Island, and Connecticut. Since this firm was organized by the late A. F. Lane in 1899 they have been well known to the feed dealers of the East.

The following applications have been received for membership in the New York Produce Exchange: Woodman L. Gibson of the Barnes-Ames Company, grain merchants; Charles F. Sanford of A. A. Housman & Co., commission merchants in stocks, grain, cotton, coffee, etc.

Among the visitors recently registered on the New York Exchange were the following from Chicago: Frank L. Carey, president of the Nye & Jenks Grain Company; Fred S. Lewis, head of F. S. Lewis & Co., grain merchants; A. O. Mason, wheat buyer for the Washburn-Crosby Company; Charles P. Randall, commission merchant; G. V. Harris, whose father is one of the senior partners of Harris-Winthrop & Co., commission merchants; K. R. Walters, grain broker.

A great many members of the New York Produce Exchange, and especially those in the flour and grain trade, were much pained recently to hear of the death of Harry E. White, aged 58. Mr. White was as well known in Baltimore as here, which was quite natural, as he was a son of George B. White who founded the firm of White & Co., flour jobbers, in that city in 1874 and his son was admitted to the firm in 1880. Subsequently Harry E. White and Adelbert W. Mears bought George B. White's interest and had been full partners for 25 years. The local office was established 1893 under the name of Harry E. White. Mr. White was survived by his wife and two daughters. White

& Co. have announced that the New York business will be continued on the same principles as in the past under the name of Harry E. White.

William H. Martin, for many years a prominent member of the grain trade on the Chicago Board of Trade, and who is also a member of the New York Produce Exchange, spent a few days recently with his friends in this market. They were much pleased to learn that he intended to take up his residence here again in the near future. Mr. Martin looks for more life and firmness in grain markets following the settlement of the German reparations question.

John M. Allen, a well known grain trader on the Chicago Board of Trade, paid a brief visit recently to friends in the trade on the New York Produce Exchange.

PHILADELPHIA T. A. SIEBER CORRESPONDENT

ACCORDING to the monthly statistical report of the Commercial Exchange, the stock of grain in public warehouses in Philadelphia on June 1 was: 331,211 bushels wheat, 198,172 bushels corn, 988,599 bushels oats, 25,648 bushels rye and 1,668 bushels barley, compared with 1,256,793 bushels wheat, 235,848 bushels corn, 1,217,060 bushels oats, 111,256 bushels rye and 2,864 bushels barley on May 1 and 1,303,364 bushels wheat, 1,172,811 bushels corn, 83,904 bushels oats, 15,662 bushels rye and 787 bushels barley on June 1, 1922. Receipts of grain at Philadelphia during the month of May, 1923, were: 1,494,149 bushels wheat, 384,785 bushels corn, 445,263 bushels oats, 8,482 bushels rye and 1,398 bushels barley. Exports from this port during the month of May 1921, were: 2,148,799 bushels wheat, 177,143 bushels corn, 240,000 bushels oats and 83,070 bushels rye.

A new membership in the Commercial Exchange has been petitioned for during the past month by B. H. Sobelman & Co., steamship agents and brokers.

R. Edward Ingram, manager of the Commercial Exchange floor, was confined to his home for several days with lumbago, but has now returned to duty.

George Y. King, Lehigh Valley Railroad Company freight representative on the Commercial Exchange, has returned to his office in the Bourse, having been confined to his home with an infected knee for over two months.

William P. Brazer, grain merchant in the Bourse, has returned to his office from a two months stay at Pasadena, Calif. His two sons conducted the business in his absence.

Frank M. Turnbull, representative in this city for the Hall-Baker Grain Company, of Kansas City, Mo., and the Cargill Elevator Company, of Minneapolis, Minn., has returned from a two weeks trip to Kansas City and Minneapolis.

Thomas K. Sharpless, vice-president of the Flour Club of Philadelphia, and of the flour firm of Brey & Sharpless, has returned to his office in the Bourse having been confined to his home for several weeks due to illness.

Jacob B. Pultz, head of the grain business of the J. B. Pultz & Co., has returned to his office in the Bourse from a motor trip to Poughkeepsie, N. Y., with his wife.

Roy L. Miller, of the grain and feed firm of L. F. Miller & Sons, has returned to his office in this city, after being confined to his home for several weeks with the grippe.

Marshall H. Robinson, bag merchant in this city, has been elected to membership in the Commercial Exchange of Philadelphia.

Louis G. Graff, president of the Commercial Exchange for five years, during the World War, and retired from the grain exporting firm of L. G. Graff & Son, has returned from a six months' cruise of the world, during which time he states he did not encounter a storm at sea. He was accompanied by his wife and daughter.

Mrs. Josephine B. Brecht, wife of A. Ernest Brecht, flour merchant on the Commercial Exchange floor, died at her home in this city May 22. Besides her husband, she is survived by two daughters, Mrs. M. T. Corin and Mrs. Theodore F. O'Brien.

Recent visitors from Minneapolis, Minn., on 'Change were A. M. Blaisdell, of the Blaisdell Milling Company; F. C. Lyman and H. B. Putnam, of Bartlett Frazier Co.; J. O. Ewing, of the Cannon Valley Milling Company; and J. W. Mashek, manager of the Empire Milling Company; there was also F. C. Tenney, vice-presi-

dent of The Tenney Company, grain commission merchants of Duluth; Reed Jones, representing the Fisher Flouring Mills Company, Seattle, and Adolph L. Kern, of the milling firm of John B. A. Kern & Sons, Inc., of Milwaukee, Wis.

William J. Yeager, aged 67 years, died at his home in Lewistown, Pa., May 8. Mr. Yeager was a member of the firm of Spanogle-Yeager Milling Company, who owned and operated flour mills for the past 45 years at Lewistown and Reedville, Pa. He was also a director of the Millers Mutual Fire Insurance Association. He is survived by his widow, a daughter and two sons, one of whom, A. J. Yeager, conducts the flour business of A. J. Yeager & Co. in the Bourse.

Among the Chicago visitors on 'Change during the past month were John Kellogg, vice-president of the Armour Grain Company, and A. Schuster of Rosenbaum Bros.

The southwestern visitors on 'Change during the past month were E. F. Emmons of Simmonds-Shields-Lonsdale Grain Company; J. H. Kirk, representing The Ismert-Hincke Milling Company, and W. N. Neil, of Davis-Noland-Merrill Grain Company, all of Kansas City, Mo., and F. T. Potts, sales manager of the Kingman Mills, Cherokee, Okla.

Bruce K. Wilmer has been appointed transportation commissioner of the Philadelphia Chamber of Commerce to succeed George P. Wilson. Mr. Wilmer has had much experience in transportation affairs, and during the late war was attached to the British mission in charge of their transportation in this country.

The Philadelphia Commercial Museum has received the following communications, answers to which should be made by number:

40707, Patras, Greece. "Especially interested in the importation of flour and wish to establish business relations." Correspondence in English.

40709, Manzanillo, Cuba. "Is interested in establishing business relations with exporters of wheat flour and willing to transact business either on a commission basis or for own account." Correspondence in Spanish or English.

40716, Gibraltar, Spain. "The firm is interested in wheat flour and wants connections with some good concerns in America." Correspondence in English.

40731, Naples, Italy. "We could constantly place important lots of American wheats in this country, such as Mixed 2, Amber, Hard Winter, Pacific, etc. We count among our customers the most important manufacturers of meals and flours in the south of Italy, who buy wheat from important American houses c.i.f. Naples and Torre Annunziata (Naples) with payment against delivery of shipping documents in this country. Kindly put us in touch with some first-class houses of the United States which would be inclined to export wheat to southern Italy through us, reserving for us a commission of 1 per cent." Correspondence in French.

The Philadelphia & Reading Railway Company have modified the embargo placed on bulk grain consigned to Philadelphia for export or to Port Richmond Elevator, Philadelphia, so as to permit all shipments of grain to go forward with the exception of oats, upon which the embargo still remains in force.

The number of cars unloaded during the month of May, 1923, at the Girard Point Elevator was 297 wheat, 138 corn, and 2 rye; at the Port Richmond Elevator, 714 wheat, 1 corn, and 45 oats; at the Twentieth Street Elevator, 13 corn, 58 oats, 2 rye, 1 barley and 2 kaffir-corn.

The Electric Milling Company of Everett, Pa., has applied for a charter for the purpose of buying and selling grain and to manufacture and sell grain products and general commodities. The incorporators are W. R. Speer, T. L. Perrin and T. A. Claycomb.

Embargo No. E-57 of the Pennsylvania System, covering shipments of flour from all points consigned, re-consigned or intended for reconsignment, for all consignees, including Keystone Elevator Company, at North Philadelphia, Pa., has been cancelled. The embargo was placed originally on account of accumulation at that point.

Eighteen State College students of marketing recently visited the Commercial Exchange under the direction of George A. Stuart of the Department of Agriculture at Harrisburg, Pa. They also made a trip on the Delaware River for the purpose of visiting the export grain elevators as well as the Tidewater Terminal flour piers at the foot of Oregon avenue.

The average high and low closing prices of cash grain at Philadelphia during the month of May, 1923, were as follows: Wheat, No. 2 Red, for export, \$1.27½ to \$1.35; Corn, No. 2 Mixed, for export, \$0.89½ to \$0.95; No. 2 Yellow, for domestic, \$0.96½ to \$1; Oats, No. 2, White, natural, for domestic, \$0.54 to \$0.56½.

A record for the rapid discharging of grain was made about a week ago by the Philadelphia & Reading Railway Company at the Port Richmond Elevator. Between 3:30 a. m. and 10 a. m. 90 cars of grain, each containing a total of 1,500 bushels, arrived over the Reading at the Port Richmond Elevator and, though the work of discharging the grain into the elevator did not commence until 7 a. m., the entire 135,000 bushels were stored by 5 p. m. the same day. What makes the task

all the more notable is the fact that the 90 cars which conveyed the grain from Buffalo were returned to the Lehigh Valley Railroad at Bethlehem by 9:30 p. m. the same evening.

J. W. Craig, James J. Rodgers and H. J. Horan, representing the Flour Club of Philadelphia, together with 15 of its members, attended the meeting of the Federated Flour Clubs in New York, N. Y., on June 5.

The feed, coal and lumber business of Oswin D. Reiter of Red Hill, Pa., has been purchased by John Schmoyer of Kutztown, Pa. Mr. Schmoyer's nephew, Samuel Kindt, will conduct the business together with Elmer B. Staudt. The new owner is also interested in plants at Pennsburg, Kempton, Virginsville and Womelsdorf, Pa., which are conducted under the name of Staudt & Schmoyer. Mr. Reiter conducted the Red Hill plant for the past 25 years, but is retiring on account of failing health.

The Pennsylvania Railroad announces that during the month of April the average mileage per freight car per day increased 1.8 miles over the month of March. This means the equivalent of approximately 23,000 additional cars available for service. It is the best record we have made since the period of Federal control. Due largely to the co-operation of shippers the average load per car on the Pennsylvania Railroad System in April was 33.3 tons as against 32.6 tons in March. This is equivalent to an increase of approximately 9,200 cars available for service.

CINCINNATI HARRY A. KENNY CORRESPONDENT

INACTIVITY of demand and weakness of prices characterizes the Cincinnati wheat market. Movement of grain both into and out of this market the past month was below that for the previous period. The slump is attributed by grain men to backwardness of the season, rains and general depression. Demand for the most part was limited to a few elevators. Prices were soft during the major part of the month.

The corn market held strong because of small receipts and steadily increasing demand. The milling demand for top grades of White and Yellow was especially urgent, but Mixed and all low grades were eagerly sought at slightly higher prices.

The demand for oats was principally of a local retail character and only for heavyweight top grade White, but the market was largely dominated by the action of corn.

Buying of mixtures for race horse use was the outstanding feature of the hay situation. This class of business tapered off to some extent at the close of the month.

The mill feed market was almost wholly confined to middlings, which were sold at a wider differential over bran than probably at any other time during the season. The market for bran was dull and receipts were comparatively light.

Edward A. Smith of the hay firm of the same name reports his consignment of hay from the Ohio and Indiana territory the past month as the largest of the season.

E. G. Fagan, tobacco buyer of Winchester, Ky., has been elected associate member in the Cincinnati Grain & Hay Exchange.

The stockholders of the Union Hay & Grain Company, of which Julius Fleischmann is president and Max Fleischmann vice-president, will meet June 20 to dissolve the corporation and surrender its franchise. The company has not been actively engaged in business since 1918. It still owns a warehouse at Sixth and Millcreek that will be sold.

Murray Eisfelder, former vice-president of the Fairmount Elevator & Warehouse Company, which has been taken over by the Early & Daniel Company, will sail from New York on July 5 for Europe. He will remain abroad two months and will combine business with pleasure. Mr. Eisfelder is a member of the brokerage firm of Van Leunen & Reynolds.

Ralph Brown of Henry W. Brown & Co., addressed a number of teachers and eighth grade pupils who visited the Cincinnati Grain & Hay Exchange last month, on Federal grain inspection and the various angles of trading and marketing of grain and hay.

The West Tennessee Grain Company, of Ohian, Tenn., filed an appeal in the United States Circuit Court of Appeals here to a judgment of \$10,400 given by United States District Judge J. W. Ross of the Eastern Division of the Western District of Tennessee in favor of the J. C. Shaeffer & Co., of Chicago, for alleged breach of contract.

THE AMERICAN ELEVATOR AND GRAIN TRADE

Forty-First Year

ST. LOUIS

S. F. LARRIMORE

CORRESPONDENT

ARRANGEMENTS have been made whereby the Missouri Farmers Association will have representation in the Merchants' Exchange, through the purchase by the Association of the Producer's Grain Commission Company, three officers of which are members of the Exchange. The Missouri Farmers Association will own and operate the commission company, with offices in the Merchants Exchange building.

Officers of the Producers Grain Commission Company who are members of the St. Louis Merchants Exchange are: Henry T. Fehr, president; Vincent M. Jones, secretary; and John M. Jones, manager of the seed and hay department.

In commenting a few days ago upon realizing cordial relations between the farmers and grain dealers, W. J. Edwards, president of the St. Louis Merchants Exchange stated that: "In the past, there has been a general feeling among agriculturists that the exchanges were designed solely to control and fatten on trading in grain at the expense of the farmer. That was a natural conviction in the days when grain corners were common. But we saw long ago that market manipulation was wrong and sought to abolish it long before Congress undertook to regulate grain operations."

"Some months ago, under our plan to enlist the friendship and confidence of the farmers, we invited deans and students of agricultural colleges to visit the floor of the Exchange, and study our policies and methods. So far Mississippi has been the only state to accept this invitation, but we hope others will come. An erroneous idea prevails that Congressional regulation has destroyed the usefulness of the grain exchange. As a matter of fact, the law has made virtually no material difference from the system followed by the St. Louis Merchants Exchange."

"The St. Louis Exchange is steadily working toward a reduction of its membership to 500, to include only active traders in grain and grain products. At one time its membership numbered 3,660 and had on its roster, men in practically every line of commerce and industry."

R. R. DeArmond, head of the Weighing and Sampling Department of the St. Louis Merchants Exchange, was a member of the good will delegation which made a tour through parts of Illinois. About 40 towns were visited by the delegation, the first such tour for some years.

There were 363,285 bushels of wheat; 154,446 bushels of corn; 244,687 bushels of oats; 116,249 bushels of rye, and 3,621 bushels of barley in St. Louis public elevators June 1, 1923. In private elevators there were 45,975 bushels of wheat, and 3,248 bushels of oats on date. The stock of flour in St. Louis on June 1, 1923, was 77,200 barrels; on May 1, 1923, 96,400 barrels, and on June 1, 1922, was 54,000 barrels.

Shipments by barge line from St. Louis during May amounted to 752,825 bushels of wheat, 7,935 bushels of corn, and 345,710 bushels of rye. Grain delivered on May contract amounted to 65,000 bushels of wheat; 150,000 bushels of corn, and 10,000 bushels of oats.

Twenty-five tons of chicken feed alleged to contain sand were seized by Federal authorities in East St. Louis recently and held pending an investigation at the point of shipment in Kansas City. The receivers of the feed refused to pay for it when discovery was made of the sand content.

Edward M. Taylor, 84 years of age and an honorary member of the St. Louis Merchants Exchange, died at his home recently after a short illness. Mr. Taylor was for many years active on the floor of the Exchange and he leaves a multitude of friends wherever grain is bought or sold.

Charles, 10-year-old son of E. M. Sparks, of the Sparks Milling Company of Alton, Ill., lost his life recently when a dug-out cave, in which he was playing with other boys, fell in, due to heavy rains. His body was buried under several tons of rock and earth.

A recent report of the Federal Barge line for the St. Louis district states that 35½ hours by river to Memphis, or 4½ hours less than the scheduled time, was the record established by the Gulfport on its inaugural trip in the new St. Louis-Memphis Government barge service, started last month. A 72-hour schedule is to be maintained north bound and 40 hours south bound between St. Louis and Memphis.

Thomas H. B. Fleming, writer of grain reports for the St. Louis Daily Market Reporter for 54 years and a well-known figure on the floor of the Merchants Exchange, died recently in St. Louis of kidney trouble, at the age of 76 years. Mr. Fleming, whose father published a paper at Belleville, Ill., was a printer as well as a writer, and until about a year ago, he would

put his wheat reports into type himself, using the old method of setting by hand. His 50 years on the Exchange were without a break and he was never ill until recently.

Walter Kuelper, of the Langenberg Bros. Grain Company, has made application for membership in the St. Louis Merchants Exchange, to be transferred from John E. Hummell.

W. J. Edwards, president of the St. Louis Merchants Exchange, and Bert H. Lang, of the First National Bank, represented this city at the convention of the United States Chamber of Commerce in New York.

"Crit" Leach of New Orleans, who recently attended the Oklahoma and Kansas state grain conventions, stopped over in St. Louis on his way home. Mr. Leach is in the export forwarding business for himself. He formerly resided in St. Louis.

The St. Louis Grain Club will hold its annual outing at Riverview Club the latter part of June. Games of all kinds, a golf tournament and an athletic meet will be held. Secretary Gene Gissler and the committee are making arrangements, as this is one of the big events of the year.

The following were visitors recently on the St. Louis Exchange: George A. DeArmond, Los Angeles; Geo. Green, Chicago; A. J. Shoemaker, Chicago; E. Emmons, Kansas City; W. B. Anderson, Jr., Hopkinsville, Ky.; H. E. Reed, The Kansas City Milling Company, Kansas City; C. M. Light, Liberal, Kan.; Ellis Fite, Nashville, Tenn., and others.

James T. Rigsbey, of Chesterfield, Ill., made application for membership in Merchants Exchange transferred from J. L. Morgan.

W. P. Flint, state entomologist for Illinois, has urged county farm bureaus to start campaigns to get farmers to clean out their empty grain bins before the summer harvests, because of the prevalence of a stored grain insect epidemic. Investigation has shown, according to Prof. Flint, that 84 per cent of the flour and grain elevator men in the central and southern portions of the state consider that damage by the stored grain insects is increasing. The elevator men estimate that about 28 per cent of the grain received at their elevators has been damaged by insects.

KANSAS CITY

B. S. BROWN

CORRESPONDENT

GRAIN men at Kansas City have requested that this market be placed under the jurisdiction of the Chicago representative of the Department of Agriculture. Several applicants had been mentioned as being candidates for the position, though no definite announcement had been made the first of the month regarding the position.

William C. Fisher, president of the Fisher Grain Company, Hastings, Neb., has purchased the Kansas City Board of Trade membership of B. J. Geisel.

Paul Uhlmann of the Uhlmann Grain Company returned from a trip to Galveston.

Charles W. Lonsdale of Kansas City, a member of the Executive Committee of the grain exchanges, attended a meeting in Chicago recently at which the new grain law was discussed.

Fred C. Vincent of the Simonds-Shields-Lonsdale Grain Company returned recently from a two months' tour of Italy, France and Austria. "Every country in Europe," he said, "is making a systematic effort to boost the production of foodstuffs in order to lessen the burden of buying from other countries at the exorbitant exchange rates. This movement is backed largely by financial interests. It is not thought that any important quantities of wheat will move from Russia."

Charles W. Lonsdale, president of the Simonds-Shields-Lonsdale Grain Company, left recently for a six weeks' vacation in France and England. His family accompanied him and will remain abroad for several months.

Oliver Denton of the Denton-Kuhn Grain Company has purchased the interest of W. D. Kuhn and will reorganize under the firm name of Denton-Hart Grain Company on July 1. James S. Hart, formerly head of the Kansas Grain Inspection Department, will be a member of the company. He recently purchased the Board of Trade membership of William J. Dilts, Jr., formerly with the defunct firm of Dilts & Morgan. C. Fred Aylsworth, who for the past 13 years has been with the Denton-Kuhn company, will enter business for himself as the Aylsworth Commission Com-

pany. T. B. Armstrong, formerly assistant to J. S. Hart when the latter was grain inspector, will be with the Denton-Hart company. He has purchased the Board of Trade membership of Loren J. Morgan.

Graham Robinson, with the cash wheat department of the Armour Grain Company, recently resigned. David Heenan, with the same firm, has been transferred to the Wichita office.

Several bids are understood to have been made for the Frisco Elevator, but no announcement has been made regarding the new lessee. The plant was turned back to the Frisco Railroad a month or so ago when the Frisco Elevator Company liquidated its affairs. The elevator is one of the older of the Kansas City concerns.

A dividend of 8 per cent was recently declared on the \$75,000 capital stock of the Equity Union Grain Company at the stockholders' annual meeting. The amount of the earnings was not reported but it was said that an amount above dividends remained to be applied to the surplus. E. B. Turner was re-elected president.

T. J. Hedrick, head of the Missouri State Grain Inspection Department, died recently after a prolonged illness, resulting from an attack of influenza. Burial was in Buckner, Mo., where he lived before coming to Kansas City.

The Hall-Baker Grain Company has opened a branch office in St. Louis, in charge of J. M. Chilton, formerly Federal supervisor of grain inspection in Kansas City, St. Louis and New Orleans and until recently connected with the Continental Grain Company of Denver. He will be assisted by John Fennelly, Jr.

W. O. Brackett, formerly secretary and treasurer of the Frisco Elevator Company, is now with the Vanderslice-Lynds Company.

The grain credit bureau established through the efforts of the Kansas City Grain Club is proving a success and promises to be a permanent organization here, according to several subscribers, and Alfred W. Orr, manager of the bureau. More than 40 grain men and firms are members. Unlike the bureaus at St. Louis and Minneapolis, the Kansas City organization deals exclusively with grain ratings. The bureau is supervised by a committee from the Board of Trade.

The Kansas City Board of Trade "leans" defeated the "fats" by a small margin in their annual golf tournament played May 25 at the Hillcrest Country Club. E. O. Bragg of the "leans" made the low score of the day, 84. Thad Hoffman was second with 86. J. J. Knight led the "dubs" with a high score of 178, while Max Moritz was second in that division with 157. In the annual ball game several weeks earlier the "fats" won by the score of 21 to 6.

Total deliveries on May contracts at Kansas City were 755,000 bushels of wheat, 150,000 bushels of corn and 35,000 bushels of oats.

Wheat receipts in Kansas City in May were 2,290 cars, the smallest of the season. Compared with April there was a decrease of 21 per cent, and with a year ago, a decrease of 42 per cent. From the 10-year May average there was a decrease of 4 per cent. Corn receipts were small, while oats exceeded the average slightly.

The body of Guy A. Moore, a member of the Moore-Lawless Grain Company and a former president of the Kansas City Board of Trade, was found early Sunday morning, June 3, on a railroad bridge several miles out of Kansas City. He had been run over some time in the night. No progress had been made in clearing up the details of tragic death at the time this was written. The theory of suicide was scouted by his partner, C. W. Lawless, and his close personal friends. The police generally inclined to the view that he was slugged by a tramp and later wandered onto the tracks. Mr. Moore frequently took long walks alone. He was seen along the tracks the preceding afternoon.

Guy Andrew Moore was born in Swanson, Neb., in 1884 and had lived in Kansas City more than 20 years. He had been a member of the Moore-Lawless Grain Company 10 years. He was president of the Board in 1919. He was graduated from the University of Nebraska in 1901. He was a lieutenant in the 7th Infantry, Missouri National Guard, in the World War. He is survived by his wife and three sons.

Grain men at Kansas City generally are of the opinion that the new grain futures trading law has been a factor in depressing prices the past few weeks. They do not care to be quoted for obvious reasons, but the following statement by one dealer represents fairly well the views of a large number.

"The law," he said, "requires that the Government be given a record of all transactions and gives it rather broad powers to remedy any situation which is regarded as detrimental to the general welfare, powers that obviously would be used in case of any con-

spieuous swing in pries. At the outset the Department of Agriculture stated specifically that there would be no interruption in trading and that the future markets would continue to function as formerly.

"It has been found, however, that the law has not been understood in this manner. Instead of trade going on in its usual manner, the constant threat of disciplinary measures in the event of a major movement of prices has scared out many speculators who normally assume the ownership of grain while it is awaiting consumption, a feature of marketing that is essential for a commodity that is raised seasonally and consumed the year round. This intimidation of buyers has come at a time when both export demand and domestic absorption were limited and has left the market without support at a particularly trying time."

NEWS FROM NORTHERN OHIO

BY T. J. CUNNINGHAM

As a result of the heavy rains that visited this territory during the middle of May, the basement of the F. W. Boyer Elevator at Marion was flooded with water, putting his motive power out of commission for several days.

Ash & Ash of Amsden, Ohio, are installing a new corn cleaner and 15-horsepower electric motor in their Amsden elevator. A number of other improvements will also be made.

Naylor B. Biggs, secretary of the Tiffin Chamber of Commerce, is becoming the official secretary of Tiffin. Recently he was elected secretary of the Exchange Club. He also holds that office for the Retail Merchants' Board, Tiffin Auto Club and Tiffin Radio Club. Now he has just been elected vice-president of the Ohio State Association of Commercial Secretaries.

A large acreage of sugar beets have been planted around Luckey, Ohio.

The shortage of farm labor it is feared will seriously hamper the harvesting of the crops here.

The rise of the Blanchard River has ruined wheat crops in the lowlands in the vicinity of Ottawa.

At a meeting of the Melmore farm bureau, May 21, Agent O'Shay of the farm bureau extension department and Mr. Deo of Erie County, spoke on the European corn borer and its control.

The Quaker Oats plant at Teeumseh, Mich., has started an addition 45 by 100 feet, which will expand the present plant and will greatly increase the output of the factory.

The semi-annual meeting of the directors of the Ohio Farmers Grain Dealers Association, was held in the Fostoria Y. M. C. A., May 18. The organization represents over 400 farmer elevators throughout Ohio. Plans were discussed for the work of the coming season.

In the vicinity of Luckey, cutworms caused damage during the cold rains.

D. F. Williams, vice-president of the Hudson Coal Company, Scranton, Pa., the third largest coal concern in the country, advises the purchase of coal when you can get it, as there is no surplus in the country.

Earl Ash, of the firm of Ash & Ash, Amsden, Ohio, was one of the guests at a dinner given in honor of Senator Frank B. Willis at Tiffin, May 29.

George C. Grover, manager of the Farmers' Elevator, Rising Sun, began his duties May 31.

The F. W. Ewing Elevator at Bettsville has been sold to Dayton Adelsperger. Mr. Adelsperger will remodel the elevator and put in new equipment, making the elevator modern in every respect. Among other things, a new 10-ton truck scale and dump will be installed. Mr. Adelsperger will continue in his present capacity as manager of the Maple Grove Farmers Elevator until July 1. His successor has not been named.

Funeral services for Edward Spoors, 62, were held at Weston, June 5. Mr. Spoors was manager of the Custar Elevator for 20 years and manager of the Farmers Co-operative Elevator for 10 years.

L. B. Einsel, who sold his elevator at McComb to a farmers' company two years ago and has since resided at Mt. Dora, Fla., has returned to Tiffin for a temporary stay, during which time he is looking over the elevator situation in this territory.

Fifty per cent of the corn acreage of Crawford County has had to be replanted due to the recent week of rain followed by a cold spell.

Toledo millers, as well as millers throughout the country, stand to recover hundreds of thousands of dollars from the railroads on excess switching charges under a ruling approved, June 4, by the Interstate Commerce Commission. Under this ruling the Lar-

rowe Milling Company, Toledo, will be able to recover between \$50,000 and \$100,000 from the Ann Arbor Railroad charged by the latter as switching charges on through consignments of grain which was milled in transit.

Putnam County has four permanent soil fertility fields under the supervision of the county agent and the Soils Extension Department of the Ohio State University. These fields are being farmed in an effort to show what proper fertilizers and rations will do.

The Daniel Husker & Implement Company, Kenton, has been incorporated for \$50,000 by E. H. Daniel, W. W. Bowers, C. C. Patton, Frank Laubis and H. E. Pearee. The plant will make motorized corn huskers. One of the incorporators, Frank Laubis, is owner of the elevator at Hepburn, Ohio.

Wheat in the St. Mary district is heading out. Harvesting is expected to begin during June despite the backward season. Rains came too late to help hay, the crop of which is expected to be less than half of normal.

A fishing trip to Sandusky, planned for June 8 by a group of 20 Tiffin and Cleveland friends, including R. D. Sneath of The Sneath-Cunningham Company, had to be abandoned on account of the recent cold spell and the stormy weather which accompanied it.

S. W. Kiess, manager of a feed store at Bucyrus, took a truckload of feed to a circus which showed there recently. While Kiess was hunting for the "boss" one of the elephants attempted to help himself to the feed. When Kiess returned and started his truck the elephant seized a rear wheel with his trunk, but the truck was successful in the tug-of-war and Kiess got away.

A survey made by the Rural Economics Department of Ohio State University shows that dairying is the largest single endeavor from which Ohio farmers obtain their income. Hogs come next with 20 per cent and wheat third on the list with 12.5 per cent, while oats bring in 3 per cent. Wheat stands high in the list because it is found in the rotation of the majority of Ohio farms.

Sandusky County fair farm bureau directors have endorsed plan of co-operative buying fertilizer.

This whole territory experienced heavy rains during the first week of June followed by a considerable drop in temperature. The wheat crop, which had been drooping during the long drouth, has picked up wonderfully and is now heading out in nice shape. The fields, however, present quite a varied appearance: some are perfectly even and look as though they would make 20 bushels or more to the acre, while others are thin and spotted and will scarcely make 10 bushels. Some others will not be worth harvesting. It is quite a problem, still, for anyone to attempt to estimate what the probable percentage of a normal crop will result, but think this territory can figure on somewhere between 60 and 75 per cent. The rains coming just when the wheat was starting to head may be the means of producing extra large heads so that thin stands may yield much larger than ordinarily. In any event, the chances of the crop have improved vastly in the last 10 days.

The corn fields are very weedy, and farmers everywhere are busy plowing them. There is evidence everywhere of much replanting, and many of the fields show double rows where both plantings have come up. These have been allowed to stand until the farmer can determine which of the plantings to plow under. In Marion County, the fields are still soggy from excessive rainfall and the weeds have gotten a tremendous start. The corn acreage is quite large.

Oats are still comparatively short, but there is still plenty of time for this crop. The acreage is very large, however.

Hay does not promise much of a crop at present, the meadows being chiefly weeds.

GRAIN NEWS FROM BOSTON

BY L. C. BREED

At the annual meeting of the Chamber of Commerce which was held on Tuesday, May 15, the eight candidates as Directors for the term of three years were elected, and subsequently at a regular meeting of the Board of Directors, Howard Coonley, President of the Walworth Manufacturing Company, was elected president of the Chamber of Commerce. President Coonley came to Boston in 1913, and since that time has been active in the affairs of the Chamber.

The membership in the Grain Board May 1, 1922 was 188; loss by death or resignation, 3, new members received during the year, 14, making the net membership May 1, 1923, 199.

The plant of the Malden Grain Company in Bird Court, Malden, Mass., recently was damaged by fire to the extent of \$5,000. The flames were confined to the basement and lower floor. On the second and third

floors a large quantity of hay was stored but the fire was extinguished before the flames reached the second story. The fire started in the bottom of the elevator well and is believed to have been of incendiary origin.

Benjamin D. Sweet, founder and for more than 50 years active head of the Boston flour firm of B. D. Sweet & Co., died recently at his home at 1089 Boylston street. He was in his 82nd year at the time of his death, and was one of the oldest members of the Chamber of Commerce.

During the past year, there were but four applications for the services of the Committee on Arbitration. Two cases reached hearing, decision and award. One case was withdrawn because of settlement having been reached by the parties, and one case did not complete the arrangements for a hearing.

The arrival of the steamship *Leviathan* and the docking operation at the naval drydock in South Boston, which recently took place, created considerable interest in shipping offices. The huge vessel was successfully handled and is now being fitted for sea.

Among the western visitors to the Chamber during the month of May were the following: Wm. E. Murphy, Chicago, Ill.; F. C. Kenney, Duluth, Minn.; G. L. Swofford, Chicago, Ill.; Edward Molnar, Peoria, Ill.; Frank T. Ely, Chicago, Ill.; Joseph W. Mastrek, Minneapolis, Minn.; Frank Hutchinson, Lawrenceburg, Ind.; D. G. Joseph, Minneapolis, Minn.; John McBride, Buffalo, N. Y.; H. B. McCoy, Memphis, Tenn.; J. A. Walter, Buffalo, N. Y.; H. B. Putnam, W. C. Wheelock, Minneapolis, Minn. C. Baldwin of Liverpool, England, was also a visitor to the Chamber in May.

Wheat feeds for prompt shipment are quiet and easy; transit shipment very firm and but little offering; coarse grains dull but firm. Hay and straw market shows no appreciable change; receipts continue moderate but demand is slow; very little top grade hay offering, and not much that will grade No. 2, but supply seems ample for current needs; medium and lower grades in over-supply and some pressure to sell. Straw is ruling dull and easy in price.

Receipts of grain at Boston for May total as follows: Wheat 51,375 bushels; corn 11,000 bushels, oats, 237,110 bushels, rye 25,775 bushels, barley 850 bushels.

AMERICAN WHEAT GROWERS ORGANIZED

The American Wheat Growers' Associated, Inc., was organized last month at Minneapolis, with William J. Brown, attorney, of Thief River Falls, Minn., president. George C. Jewett, former banker and manager of the Northwest Wheat Growers Association for the past three years, will be the general manager of the Association. B. J. Hollenback, director of the Montana Wheat Growers Association, who lives at Buffalo, Mont., was elected first vice-president; A. R. Shumway, president of the Board of Directors of the Oregon Co-operative Grain Growers, Milton, Ore., second vice-president; George E. Duis, president North Dakota Wheat Growers Association, Grand Forks, third vice-president; and William McGreevy, Carmen, Okla., secretary.

The American Wheat Growers' Associated, Inc., has been organized to act as sales agency for the following state wheat growers' associations which are already pooling wheat: North Dakota, Minnesota, South Dakota, Montana, Washington, Oregon, Idaho and Colorado. The immediate inclusion of Kansas and Nebraska is expected. Oklahoma and Texas will not become members this year, owing to the nearness of their marketing season and inability to establish officers in the south in time to care for the pooled wheat crop.

Territory covered by the organization is divided into three zones for marketing purposes, under zone boards of control. Zone 1 is comprised of Washington, Oregon and Idaho; zone 2 of Montana, North Dakota, South Dakota and Minnesota; zone 3, Nebraska, Colorado and Kansas. The property of the Northwest Wheat Growers' Association is now being taken over. Headquarters for the ensuing year will be established in Minneapolis. Sales agencies are now being operated in Minneapolis, Duluth, Lewiston, Mont., Spokane, Seattle and Portland. Additional agencies will be established at Omaha, Kansas City and Wichita.

Minnesota, North and South Dakota and Montana are expected to pool practically one-half of the total American bushelage to be sold co-operatively.

J. E. McBrayer of Nevada, Mo., has sold his feed business to G. C. Day.

A new feed business was opened at Maryville, Mo., on June 1 by Cottrell & Bratcher.

Capitalized at \$10,000, the Andorra Nurseries, Inc., has been incorporated at Chestnut Hill, Philadelphia, Pa. Seed will be one of the main commodities handled. Wm. W. Harper is one of the organizers.

ASSOCIATIONS

KANSAS DEALERS HOLD FINE MEETING

Delegates to the number of over 300, not only from Kansas but from Missouri, Oklahoma, Colorado, Nebraska and Texas, attended the twenty-sixth annual meeting of the Kansas Grain Dealers Association at Topeka, Kan., on May 16 and 17. The address of welcome was made by J. B. Price, manager of the Topeka Chamber of Commerce.

The reply was made by S. P. Wallingford, president of the Association, who spoke informally of the difficulties through which the Kansas grain farmer has been going and the useless attempts to aid him that have been made by the farm bloc in Congress. The farmer, he said, does not need more credit, but a better price for his products or a lower price for the things he buys.

A. L. Scott of Pittsburg, Kan., advocated a code of ethics toward which the Association was striving. This would provide a definite goal for every dealer and would give a better and bigger idea of the grain trade and the service it performs.

WEDNESDAY AFTERNOON SESSION

Secretary Charles Quinn of the Grain Dealers National Association, opened the afternoon session by a recital of some of the things the National Association has been doing. He told of the conference of business interests in Chicago on telephone and telegraph rates and the subsequent meeting with the telephone and telegraph company at which they were told that rates could not be reduced. The Almon Bill, H.R. 9933, was introduced in the last Congress, to eliminate the war tax on telephone and telegraph bills, but was not passed. This will be re-introduced in the next Congress and if every dealer takes it up personally with his representative and senator, it will pass.

As to the activities of the farm bloc, Mr. Quinn said, in part:

It has been announced by the farm bloc members that they propose to present at the next session a bill which provides for the building, at public expense, of warehouses throughout the grain producing areas of the country, in which the wheat crop may be held with the idea of raising its price to the producer.

The program of the farm bloc up to the present time has included: First, securing immunity for the farmer from the operation of the Sherman anti-trust law; second, building a tariff wall around the country to keep out foreign wheat; third, the securing of easy credits for the farmer through the farm loan banks, the War Finance Corporation, and other agencies.

The leaders say these items are all right as far as they go, but the program must go farther, and they contemplate the building, at the expense of the public, of these great terminal warehouses.

The farmer has a perfect right to build all the warehouses he wants to, anywhere he pleases, at his own expense. But he has no right to ask the public to build his warehouses for him, any more than J. Ogden Armour has a right to ask the public to build cold storage plants for him.

Twelve states, most of them consuming states—California, Illinois, Indiana, Massachusetts, Michigan, Minnesota, Missouri, New Jersey, New York, Ohio, Pennsylvania, and Wisconsin, according to the census statistics of 1920, pay 77.4 per cent of the Federal taxes on corporations. They pay 75.95 per cent of the Federal personal income taxes. They pay 76.83 per cent of all Federal class taxes, yet produce but 39 per cent of the agricultural products of the country.

Representative Dickenson, of Iowa, will probably present the bill in the House, according to the announcements from Washington, and Senator Arthur Capper, of Kansas, in the Senate.

SECRETARY SMILEY'S REPORT

Mr. Smiley pointed out that the legislative record of the year was fairly good. The Public-Owned Elevator Bill was killed; the Railroad Leasing Bill was passed as was also the bill giving the Board of Agriculture jurisdiction over the amended Feedingstuffs Law.

The various attempts to help the farmer were reviewed, including the U. S. Grain Growers, Inc.; the minimum wheat price bill, which was proposed last year and will again have attention in the next Congress; the Wheat Growers, Inc. In concluding this subject Mr. Smiley said:

You may ask why we are interested in the farmer. I wish to state that every grain dealer is more interested in the welfare of the farmer than any of these promoters as they are dependent upon his success for their livelihood. How can we best combat these false theories and convince the farmer that he is simply the prey of promoters who have

only their own individual interests at heart? They cannot be reached through the farm journals, as they keep the facts from the farmer. It has occurred to the writer that the rank and file of the farmers of this state and other states could be reached through their local paper. What do you think of the advisability of our office furnishing each member of the Association the facts about this organization and like organizations, and have you give the information to your local paper? We are in a position to secure information concerning the success or failure of concerns of this kind and will be very particular in disseminating the information to give facts only, without comment. The farmer elevator companies throughout the state as a general proposition are attempting to do business on business principles, buying the grain direct from the farmer, and marketing it to the best possible advantage and while a number of these concerns have failed, and others probably will fail through mismanagement, we believe that the farmer elevator companies, that are properly managed, and doing business on business principles, and avoiding speculation, and securing capable, competent men as managers, will succeed as they rightly should. Every individual, company and concern has a perfect right to engage in any legitimate business and have a chance to succeed by doing business on business principles. But this Grain Growers organization does not have a dollar invested, either in elevators or in memberships on the different boards of trade, paying the regular commission to board of trade members to have their grain handled on the exchange floors, and have in addition, a number of high-priced officials, and you know that there is no possible chance for them to succeed and the farmer in the end will be the loser.

Discussing some of the increased costs of operating, Mr. Smiley said:

A few days ago, we received a communication from C. C. Isely of Dodge City, reading as follows: "What do you know about the stunt of the legislature in taking the fees from the Inspection Department and turning them over to the general fund of the state? If they had too much money in the fund why did they not reduce the fees for inspection?" It has been the policy of the Kansas Legislature to reappropriate a large per cent of the available funds remaining in the revolving fund with the state treasurer belonging to the grain department since the law setting aside all receipts, in a special fund, accruing from the inspection and weighing of grain in this state. The legislature of 1911 enacted a law making it mandatory on the part of the Chief Grain Inspector to pay into the state treasury all money received by him as fees for the services of the officers of the department for the preceding month, which monies must be credited to the state grain inspection department revolving fund. It was made the duty of the state treasurer to carry as a separate account upon the books of his office the said revolving fund, and all monies so entered in this fund on and after July 1, 1911, be available for use of the department subject only to the constitutional provision of reappropriation of said revolving fund by the legislature at each regular session. We believe that the legislature at every regular session since the date of the enactment of this law, has appropriated a large part of the funds remaining on January 1, preceding the assembling of the legislature. It appears that every chief grain inspector has considered it his duty to collect as much money as possible from the shipper for inspection and weighing in order to make a good showing. From 1909 to 1915, the fees for inspection and weighing of grain in car lots was 50 cents for inspection and 40 cents for weighing. The legislature in 1915 increased the fee from 40 cents and 50 cents to 65 cents for inspection and 50 cents for weighing. Chief Inspector Hart secured the enactment of a law at the time he was in the state senate, increasing the fee for inspection and weighing from 65 cents and 50 cents to \$1 per car. At the close of his administration, he reported that the amount in the revolving fund was approximately \$132,000. This looked like a good showing to the inspector, and the legislature very promptly reappropriated \$75,000 of this into the general fund. Why the Inspection Department insists on maintaining an inspection and weighing fee much in excess of what is necessary to maintain the department, I am unable to explain. We believe that we should attempt to secure the enactment of a law, or an amendment to the present law, providing that when the amount in the revolving fund reaches \$70,000, that the fees for both inspection and weighing should automatically be reduced from \$1 to 80 cents per car for both weighing and inspection and when the fund is reduced to \$35,000 or \$40,000, then the fee will automatically increase. By this plan, the Department would be self-supporting, and the cost for inspection and weighing could, and would, be materially reduced. We believe that there are about 165 employees of the Kansas Inspection Department, and we further believe that this force could be materially reduced without in any way affecting the efficiency of the Department. To the writer's personal knowledge, during Chief Inspector Hart's administration, men were carried on the pay roll at the request of the Administration that performed little or no service and their services could have been easily dispensed with without in any way affecting the efficiency of the Department. For reasons unnecessary to mention at this time, it would have been useless to have attempted to secure the enactment of such a law at the past session of the legislature. Other charges have kept pace with the advance in the fees for inspection and weighing of grain. I take from an account sale, rendered February 27, 1923, that will give you some idea of the trimmings that are charged to the shipper:

Protein	\$0.50
Inspection track	1.00
Reinspecting elevator	1.00
Reconsignment	2.25
Insurance .....	.20
Interest	1.34
Commission of 1½ cents a bushel	16.60

A total of\$25.69

The contents of the car on which these charges were made amounted to 1106 bushels, making a cost per bushel of 2.3 cents plus. How many of you take these charges into consideration when making pur-

chases? The cost of conducting a grain business is increasing every day in every way, and it looks to me like it was high time that some action was taken to eliminate a part of these excessive charges. How shall we do it?

At the last session of the legislature, the Public Warehouse Law was amended as applying to local elevators and warehouses. The 1921 act provided that all elevators and warehouses owned or operated by any person, firm, corporation or co-partnership, under contract or lease with the owner thereof, in which grain is received for storage, or transfer for compensation, or all warehouses and elevators, located in Kansas in which grain is stored in bulk, and doing business for the public for compensation, were declared to be public elevators, either terminal or local public elevators or warehouses. The law provided that all local public warehouses charging compensation for storage, must take out a license and file surety bond with the chief grain inspector of the state for the faithful performance of his duty as a warehouse man. At the last sessions of the legislature the law was amended making all public elevators or warehouses, local or terminal, storing grain, whether for compensation or not, liable to the chief grain inspector and under the terms of this Act, they must take out a license and file bond acceptable to the chief grain inspector of the state. The attorney general was asked for a ruling or interpretation of the Act and has held that anyone storing grain, whether for compensation or not, must secure a license and file bond with the chief inspector. Unless an elevator owner or operator receives compensation for storing grain for the public, what inducement is offered him for storing grain? We have always contended that the country elevator owner and operator should refuse to store grain for anyone as his facilities are inadequate to do a general storage business and we still believe that it is a mighty poor method to secure business. Before the 1923 crop is ready for market, we will give all members of the Association, the full text of the new law, in order that he may be fully protected.

We have endeavored to the best of our ability to give an outline of the happenings of the past year, as applying to the activities of the Association, and while we have not attempted to fully cover all the ground, we believe that the information contained in this report, will be of value to every member of the Association, if he will profit by what we have said.

ADDRESS OF A. L. SCOTT

A. L. Scott of Pittsburg, gave an address on "Democracy or Bureaucracy, Which?" He said, in part:

There has arisen in this country an evil omen. Certain types of mentality, styling themselves "progressives," "reformers," etc., claiming to embody new ideas of benefit to organized society, yet a mere cursory examination reveals these programs as old as history itself and they were the rocks that wrecked nations centuries ago. They sneer at the Constitution of the United States and refer to it in the most flippant terms.

Recently a decision of the Supreme Court of the United States was bitterly criticised throughout the land by these so-called progressives. I particularly recall that one of these critics criticised the Court because it did not interpret what he was pleased to style the "popular mind" as regards the minimum wage decision in the District of Columbia case. It does seem that we have gone a long step backwards when the Judicial Department of our national Government, which was founded by the framers of the Constitution as a co-ordinate branch, is criticised because it looks to the Constitution for its authority rather than to what this flippant uplifter styles the "popular mind." We hear a great deal of criticism for the Constitution and our courts from other quarters. Much has been said about government by injunction, yet we often find our labor leaders appealing to our courts for justice through the injunction. Other critics assert that the constitutional provision empowering our Supreme Court to annul an illegal law should be repealed, or in other words, that the will of the majority should stand whether legal or illegal.

If such a limitation were put on our courts it would destroy a basic principle of our form of government and passion and frenzy, which so often sway the popular mind, would jeopardize the rights of minorities. Our Government is founded on justice and it is not consistent with its aim or purpose to do an injustice to even its weakest citizen.

To adopt such an innovation into our organic law would be an abdication of free government. Under such a regime no citizen is safe as to life or property and it is at once apparent that such a government would destroy all independence, self respect and pride among its citizens.

Reformers and Leeches

Since the armistice, we have experienced a period of unrest and general dissatisfaction, a disturbance of our mental equilibrium, a direct result of the world war. It has not been confined to our people, but extends to world populations.

We find a great many public men rushing around and making a lot of noise in frantic efforts to do something for the farmer. Some of these theorists may be honest and sincere in their advocacy of empirical theories which would not help conditions but on the contrary make them worse. There is, however, a certain class who deserve the execration of all intelligent men and women. I refer to that class of politicians who know better but are merely farming the farmer and take advantage of the conditions of unrest and are reaping therefrom fame, glory or money.

I think I am not stating it too strongly when I say that we do not have a man in public life today who dares tell the people where the trouble lies. For it must be plain to casual thinkers that our present difficulties are largely, if not entirely, of our own making and the solution for the whole business may be summed up in a little short phrase of four words, "Earn more, spend less."

A New Power

The growth of bureaucratic government in the way of boards, commissions, bureaus, with inspectors practicing a system of espionage and general meddling with private business has swollen to such an extent that each four citizens support one Government employee and the cost in the past decade is over \$4,000,000,000, a sum many times our comprehension. These parasites have not only made tremendous burdens in the way of extra taxation, but have withdrawn hundreds of thousands of able bodied people out of productive pursuits and constitute a standing army producing nothing and have harassed business to such an extent that the patience of American business men has been taxed almost to the breaking point.

It should be plain to us that when we take away the business of the people, when the Government censors, supervises, inspects and controls the private

affairs of its citizens in the minutest details, involving everything from railroads to setting hens, tinkering with the bodies of the people, sick or well, regulating everything from the birth of a baby to the soda in a biscuit, it is plain that we are hopelessly debasing the people and will soon enslave the race.

Instead of laws as designed by the Constitution to be made for everyone in our country these commissions and bureaus make laws, not for everyone, but for particular lines of business or particular groups of people. This system has been growing and enlarging since 1870, and for the past 10 years has doubled and quadrupled until now the expenses run far into billions. The commissions and bureaus are usually maintained by levying a tax upon the products of particular industries—a dangerous form of legislation. Government expenses should not be raised in this way but should be raised by general appropriations. The people then would know what they are paying.

The Burden of Taxes

Under the present indirect system they little realize that the direct taxes they pay, levied by the state, county, city or municipality is a mere bagatelle as compared to the amount they pay indirectly through a system of bureaucratic government.

But worse than this tax, because the tax eventually must come back upon the people, is a system of un-American espionage practiced on legitimate business. So enormous has been its growth and control that our people apparently are forgetting the very fundamentals of republican government.

There are so many laws, rules and regulations that it is impossible to keep them all, and right here is a glaring and despicable feature of bureaucracy, in that it invariably sets up its own will against that of the legislature or the Congress that created it. Our best citizens are inspected, censored, regulated, controlled, dogged by spies and sleuths, and frequently hailed into court for alleged violations, not of statutes made by legislatures or the Congress, but of boards and commissions. I submit that when our Government subjects its citizens to such treatment it will eventually break down the morale of its best citizenship.

It ought to be plain to everybody that multiplicity of law breeds contempt and disrespect of law. We should remember that our Government is stronger when its citizens willingly obey the law themselves without being forced into obedience.

Before the close of the session President Wallingford appointed the following Committee on Resolutions: H. L. Shellenberger, O. Q. Marsh and Perry N. Allin.

THURSDAY MORNING SESSION

A novelty was introduced at the beginning of the Thursday session with an address "Pass Prosperity Around," by Zohner Roller, a 13-year-old boy.

KANSAS RAILROAD PROBLEMS

C. M. Reed, chairman of the Public Utilities Commission, condemned the principle of railroad consolidation because it had not been made clear that economies in operation would result. He said the main difference between a strong road and a weak one was that the latter was overcapitalized. He said that there was a shortage of box cars in the state but that an attempt was being made to remedy the situation. Mr. Reed gave the new rule for distribution of box cars, as follows:

In case it is impossible for any such railroad company to furnish sufficient grain cars at any shipping station to keep all the elevators open and operating, then and in that case all available grain cars shall be divided and distributed among such elevators and shippers, car and car about. The car and car about rule is not to be invoked until all elevators are closed. For example: A station has three elevators, two track buyers and two individual farmers ordering grain cars. During a car shortage the available grain cars shall be distributed in the following manner: One car around to each of the three elevators, then one car to one track buyer or farmer, then another car around to each elevator and mill elevator, then another car to one track buyer or farmer, etc.

CONTRACTS

H. L. Shellenberger of Lyons opened a discussion on "Contracts." He said that if every shipper would carefully compare his contract and confirmation, disputes would be largely eliminated. In part, he said:

I want to repeat in the beginning what I have said on previous occasions, that trouble regarding contracts comes largely because of a failure to get all in the confirmation that is agreed on at the time of making the contract. We are liable to take too many things for granted and as having been understood.

My personal opinion is that practically all contracts which are made between members of this Association, are made in good faith, and it is the intention of both parties to the contract at the time of making the contract to carry out to the letter the spirit of the contract, but we fail sometimes to pass confirmation from both buyer and seller, and we agree on something over the 'phone at time of making the trade which may modify the printed form used, and which was perfectly understood at the time contract was made but, as the time passes we forget about just what was said over the 'phone and when we go to the printed confirmation, we do not find anything in it covering the matter although we seem to have a vague remembrance of something having been said about this over the 'phone at time of making the deal. We can't agree on it now, the result is the Arbitration Committee has a case for adjustment.

Let me suggest this, men, that no trade should be made without a written confirmation covering the deal be mailed the day the trade is consummated, by both buyer and seller (our trade rules demand this) and that everything of a special nature be made a part of the written confirmation. Then when you receive the confirmation from the person from whom you have purchased or person to whom you have sold, carefully read the confirmation received and see that there is no discrepancy anywhere and that in every part affecting the agreement the two confirmations are alike.

A serious source of trouble has been the careless way in which so many of our members have filed confirmations received without reading them. We know of a number of cases in which traders have held in their files confirmations that were at variance

with their confirmation mailed, and did not discover the discrepancy until it was too late to remedy the matter.

I am informed by a prominent attorney that the law in Kansas does not permit any verbal agreements to be admitted in court which would modify a contract, where a written contract has been entered into. You can plainly see that where a contract has been entered into we should always include in the printed or written confirmation of contract anything agreed upon which will in any way modify the printed or written document.

May I just now, men, say this thing while it is on my mind. I have always been proud that I am a member of this Association. I believe as a class we are an intelligent bunch of men. I believe as a class we are willing to give the other fellow a square deal, and that the great majority of the members of the Kansas Grain Dealers Association are men and try to live up to the spirit of their contracts. But may I add this word of warning: The business conditions through which we have passed the past five years have at times been very trying, to us as well as to men in other lines in Kansas.

I want to appeal to you men of this convention with this thought that we need everywhere a more thorough conviction that a contract is sacred and is made to be kept and carried out. It does not make any difference if the market goes up or down, we must recognize the sacredness of our contracts.

THURSDAY AFTERNOON SESSION

Secretary Smiley made his financial report, showing a balance, January 1 of \$4,932.27. The Claim Department reported that of 6,512 claims filed during the year 5,299 had been paid; 469 were cancelled because of unreliable scale records; and 744 were still open but unsettled.

RESOLUTIONS

Five resolutions were presented by the Committee and adopted, to the effect that an effort should be made to increase the amount of heat damaged wheat in grades 1 to 3; opposing the proposed railroad merger; thanked Secretary Smiley; pledged fulfillment of all contracts; and in memoriam to the late W. S. Washer.

NEW OFFICERS

The following were elected as officers of the Association for the ensuing year: President, Willis Perea, Moran; vice-president, H. L. Shellenberger, Lyons; secretary-treasurer, E. J. Smiley, Topeka. Directors—First district, F. A. Derby, Topeka; Third district, O. Q. Marsh, Iola; Fourth district, C. C. Isley, Dodge City, and E. L. Brown, Chester, Neb.

After a brief discussion of the impracticability of selling wheat on protein content the meeting adjourned *sine die*.

MEETING OF OKLAHOMA DEALERS

The two-day meeting of the Oklahoma Grain Dealers Association was held at Oklahoma City, beginning on May 22. Bad weather kept the attendance down and 60 dealers did not arrive until the second day. Vice-president E. S. Bouldin of Muskogee presided at all the sessions.

SECRETARY PROUTY'S REPORT

Secretary C. F. Prouty read his annual report, in part as follows:

In reviewing the work of the Association during the past year I will omit much that has been brought to your attention directly through circular letters.

Following a resolution unanimously passed at our last annual convention we made a special effort to interest our members in the work of the Southwest Wheat Improvement Association. Although this movement for better wheat was outlined at all of our district meetings few seemed to enthuse over the work.

Car Famine

Beginning with the 1922 crop, we faced a possible car shortage which developed into a reality and caused much suffering in dollars and cents to our members. This condition was more apparent on certain lines than on others, and for those in dire distress the Association put forth its best efforts. In fact, the situation became so serious we urged consideration of a strike clause in contracts for future delivery.

The return of the Heat Damaged Epidemic, the most serious disease ever known to the grain dealers' pocket-book was disastrous. The Association immediately took this up, direct with the Secretary of Agriculture. We conferred with United States Senator Harreld and gained his confidence and support after convincing him that the grading of wheat as administered by the supervisors and licensed inspectors, working under direct instructions from the Board of Review, was too rigid.

We do not want wheat slightly skin-burnt graded as heat damaged, neither do we want wheat showing discoloration, which is not heat damaged, graded as such. In fact, the percentage of grade of heat damage should be applied only where it clearly shows heat damage that may be recognized by any practical grain man and damaged sufficiently to really affect the quality of flour produced. I think this accomplishment on the part of the Associations of the Southwest should emphasize their worth to you, and to the producers.

The State Legislature

Generally speaking I think legislatures want to be fair. However, in every line of business we find those who want to go to the extreme in order that they may take home the bacon they were sent for. Probably the most important bill killed which would have directly affected grain interests was House Bill No. 29, providing for a general graduated income tax, with a rate extending from 1 per cent to 5 per cent, and applied to both individuals and corporations. A bitter fight was made on the bill by practically every class of business in the state. It passed the House, but was defeated in the Senate. The bill was vicious in the extreme, for, if passed in its original form, would have made a double taxation where profits were derived from partnerships or corporations.

House Bill No. 70, an act defining bucket shops, futures, dealing in future was another bill we succeeded in killing.

Senate Bill No. 55, the Anti-Discrimination Measure in its original form would have curbed competition and opened the way for outside invasion at the expense of

the citizenship of this state. The Marketing Commission Bill was even more vicious than the Anti-Discrimination Bill. These two measures were vigorously opposed by your Association, resulting in their amendment. The grain dealer was entirely eliminated from the Marketing Commission Bill, and connected with the Anti-Discrimination Bill only through indirection.

A warehouse bill was finally passed after eight years of struggle. It provides storage in the country as well as at terminal points. Realizing that the country has an over supply of elevators and that any additional holding power would only reduce the value of the properties already established, every means of persuasion at our command was used to consolidate on terminal elevators which would be of benefit to all producers, holders and handlers of cash grain. As I understand the bill after passage, it is a prostitution of our state constitution, in that it loans the credit of the state to private organizations.

Wheat Prices

We have proved conclusively by figures compiled and published that the members of this Association have paid the full cash value to the farmer for his wheat during the marketing of the 1922 crop. Of every 100 cents paid for bread in 1921, grain dealers and millers together received but 3.4 cents, the other 96.6 cents being shared by wheat growers, railroads, bakers and retailers. The conclusions of the Joint Commission of Agricultural Inquiry appointed by Congress and published in 1922 are that, "About 70 per cent of the wheat and a large proportion of the coarse grains as well as cotton are received at the terminals in the first half of the year following the making of the crop. This fact is thought by many to afford opportunity for speculators or converters to buy the crop at a low price, hold it through storage operations, and later sell in a higher market. The general impression prevails that prices of farm products during the last half of the crop year are generally higher than in the first half, allowing for the charges for storage, interest, and other costs that attach after the crop is in second hands. A number of studies have been made to determine the truth of this matter. These studies indicate rather conclusively that over a period of years under the existing system of grain marketing the farmer who sold his crop soon after harvest has come off quite as well as the farmer who has held his grain and sold in the last half of the year."

The wheat growers cannot succeed as a holding corporation by withholding crops from the market to establish an artificial price. The attempt to accumulate and hold a sufficient proportion of the crop to affect the price involves speculative risk wholly outside those of the normal business operations, and may result in losses as well as gains.

Telephone Rates Excessive

I want to recommend that this Association pass a resolution directed to the State Corporation Commission, appealing for a reduction of present toll charges, which we believe to be excessive for the following reasons:

The present rates are war time rates put into effect at the period of maximum prices for labor, material, farm products, and all finished products. When these rates were put into effect wheat was bringing \$2.75 per bushel, whereas today we are getting about one-third of that. The Association is working in the interest of the farmers, and these excessive rates reflect on the price he receives, inasmuch as the selling expense is necessarily deducted. The rapid fluctuations of the market forces the use almost entirely of the telegraph and telephone service in the marketing of farm products. This resolution should also be directed to include the president of the State Board of Agriculture, and his assistance asked, as a means of saving the excessive charge.

A similar resolution should be introduced urging our representatives in Congress to work for a reduction of the War Tax on wire messages. The Federal Government is said to have collected over \$38,000,000 last fiscal year as a tax on telegraph and telephone messages.

Indifference to what the Association accomplishes for the trade no doubt keeps some out of the Association who should be in it. Frankly speaking, why should those who believe in trade organizations, and support them morally and financially, consider the interests of those unwilling to share in the expense of maintaining them. We are not trying to put any one out of business, nor keeping anyone from entering. However, there are many engaged in business today who are out of the Association and who would come in if they were given to understand by the regular dealers that it was a mutual proposition, and if they wanted to do business with the regular dealers to come in and help fight the trade's battles. Co-operation and affiliation in the commercial world will make success easier and more certain.

OKLAHOMA WHEAT CROP

Carl H. Robinson, statistician, gave a comprehensive review of the Oklahoma wheat crop, covering in detail each section of the state. Summarizing the situation, he said:

Viewing the state as a unit, prospects are the brightest for a good wheat crop for several years. The preliminary estimated acreage to be harvested is 3,397,000 acres and the forecasted production, based on the May 1 condition of 83 per cent of normal, is 42,293,000 bushels, compared with 3,300,000 acres harvested and an estimated production of 31,350,000 bushels last year.

Harvesting is expected to begin in the extreme south along about the first of June. A little uneasiness has been felt as to harvest labor, but it is believed that there will be sufficient.

Charles S. Clark of the *Grain Dealers Journal*, under the title, "Where Do We Go From Here," reviewed some of the radical legislation that has recently been enacted.

EFFECT OF THE GRAIN FUTURES ACT

H. J. Smith, president of the Kansas City Board of Trade, discussed the Grain Futures Act, in part, as follows:

The so-called Capper-Tincher Bill makes comparatively little reference to, and will have very little bearing on the cash trade except indirectly through the effect the operation of the law will have on the hedging facilities. One of the greatest problems of the grain exchanges was the attitude of some courts, not all of them by any means, but some of them, that trading in futures was an illegal operation and could not properly be enforced by law. In this particular instance the problem was to legalize future trading and the present system of handling the grain in its entirety without bringing upon trade restrictions and regulations that would cause it to cease to function in its satisfactory manner. A very large part of the grain exchange members were in exactly that frame of mind when this agitation for governmental regulation began, and they are still of the opinion that there is a grave possibility that governmental supervision and regulation is going to do more harm than good.

I want to emphasize the fact that there is nothing in the law prohibiting trading in futures either as hedges

or in a speculative way, nor is there a limit as to the amount in which any individual or firm may trade, and the Secretary of Agriculture has repeatedly volunteered the information that it is not his intention to interfere with trading in futures except in cases of attempted manipulation.

The grain exchanges appointed what is known as a Legislative Executive Committee, whose duty it was to keep in close touch with Congress and to be sure that the framers of legislation should be fully conversant with the facts. The result of this co-operation with Congress was that this committee agreed for the exchanges that while they doubted very much if it could be done successfully, nevertheless they would attempt to operate under a law giving the Government direct supervision and sufficient authority to prevent any material abuses, but providing that there should be nothing in the law to change materially the present system, and particularly to interfere with a complete enforcement of the present commission rules.

There has never been any contention by the Kansas City market, and the same is true of other markets, that representatives of producers could not be members, in fact, we have had three such members in the Kansas City market for some time, they, however, joining on the same basis as anyone else, namely, that they would abide by and live up to all rules. Now if the actual operation of these co-operative companies accomplishes any material saving to the producers, it is bound to be at the expense of the other commission firms and ultimately drive them out of business.

A grain market to function properly and to be successful must be evenly balanced as to receiving and shipping agencies. If one of these agencies predominates to such an extent as to destroy the other, the market automatically ceases to function. It is fair to assume that these grain exchanges could not have attained their present position in becoming the agencies in marketing the vast quantities of grain that have passed through these channels except they had been built upon a logical, reasonable and fair foundation. As a matter of fact, they are but the outgrowth of a demand and necessity for some system of handling this enormous business and could not have reached their present dimensions unless their system were better than any other that had been proposed.

There is no desire on the part of the exchanges to deny a producer the right to dispose of his grain in any way he sees fit, and they have never attempted to attract his business to the exchange except on the basis that it was the most economical, practical and desirable method from the producer's standpoint. Competition among members of these exchanges is so keen that there is no possibility of abnormal profits. Generally speaking, the gross profit in the business of a member of a grain exchange is less than two (2) per cent and is smaller than in any other line of business that can properly be compared with it. This is possible only by reason of the volume that the individual firms can handle, and that volume is possible only by reason of the elimination of risk as provided in the present hedging system.

We hope that our fears in connection with this section of the law will prove groundless, but there is no question but what the possibilities of its bringing about a disintegration and eventual destruction of the markets are there, and if the markets are destroyed we are quite sure that no other system to handle the grain as economically and satisfactorily will be found.

The effect the law may have on the cash grain trade is almost unlimited. If the operation under the law does not affect the material angles of the present system of handling grain, there will be no effect as to the handling of cash grain. On the other hand, if the business of the exchanges is materially affected in volume, it will undoubtedly result in comparatively wild markets, and that in turn will necessitate more caution and more margin, with probably less volume per firm in the cash business. No question, these probabilities are in the minds of some very important interests who have been industriously attempting to destroy the hedging system for several years.

The grain exchanges are very apprehensive that an observance of the present law will so affect their operations as to reduce their value as a part of the merchandising system of farm products and may so seriously affect them as to make them worthless.

The following committees were appointed: Nominations: W. M. Randels, Enid; W. O. Teter, Woodward; George L. Moore, Oklahoma City. Resolutions: C. B. Cozart, Oklahoma City; Mr. O'Brien, El Reno; A. R. Hacker, Enid; E. M. Flickinger, Oklahoma City; McKinley Miller, Perry.

WEDNESDAY MORNING SESSION

Joseph B. Cobb, of the Corporation Commission, spoke against the plan of railroad consolidation, claiming that it would wipe out the terminals of Kansas City, St. Louis and Memphis, and that freight rates would increase.

J. H. Johnson, secretary of the Cotton Crushers Association, followed, and he took a viewpoint directly opposed to Mr. Cobb's. He said he favored rail consolidation in a large and comprehensive way, with regional commissions, so that the strong lines could support the weak and uniform rates and better service attained.

In the afternoon session, U. F. Clemons made a report for the Auditing Committee, which showed a treasury deficit of \$93 even if all dues were collected.

CREDO

In presenting the report of the Resolutions Committee E. M. Flickinger proposed the following platform:

We, the grain dealers of the state of Oklahoma, in convention assembled at Oklahoma City, May 22, 1923, hereby affirm, espouse and re-announce the principles for which we stand:

We believe in Americanism and the principles on which Americanism is founded. We denounce in no uncertain terms the lack of American patriotism of any form in any individual, or sect, or class of individuals.

We believe in fairness and honesty of purpose in all dealings with producer and consumer alike. We denounce dishonesty and unfair dealings in any form from any source. We believe in square dealing with all our fellow men.

We believe honest labor is worthy of its hire and should receive a just recompense. We believe that capital unhampered and unshackled should be encouraged in its free use for the promotion of any honorable business enterprise and that it should be entitled to a just reward.

We believe in organized effort so long as it is prompted by honest motive and unselfish purpose, and we denounce

any organized effort for purely self-aggrandizement that has for its chief object the building up of one class by breaking down another for no other purpose except that of revenge or selfish gain.

We believe the honest grain dealer is a benefactor to both producer and consumer alike. He is the great agitator for the best and most economical means by which to market grain. In an organized way he has done much toward securing lower freight rates when lower freight rates were justified. He has done much to cheapen and lessen the expense and cost of handling and distributing of grain between producer and consumer which has been reflected mostly in securing much better prices to the producer for his grain.

Cases are very rare wherein a grain man has accumulated wealth in the pursuit of his business. In no other line of business or occupation is the percentage of failures so great and the percentage of successes so small as in the grain business. Yet the grain business is a public necessity. Somebody must attend to it. Therefore we have the grain dealer co-operating with the producer to help and to assist him to realize the best possible benefit in marketing of his crops in the most economical way.

Consequently in the pursuit of further effort in this direction, we, as a fraternity of grain dealers hereby advocate:

1. Further reductions in freight rates, as we believe such reductions are justifiable.

2. We believe there should be a modification of Federal grades regarding heat damaged wheat. The percentage of heat damaged grains allowable in the various grades is too small and works a severe hardship against the producer.

3. We believe that only thoroughly competent inspectors of qualified ability should be employed in the official inspection of grain.

4. We believe that telephone rates are very much too high and should be reduced.

5. We further urge the Board of Directors, in conjunction with the secretary, to use their best efforts to promote and champion any question of vital interest that concerns the economical marketing of grain that will enhance its value to the producer.

6. We further urge the Board of Directors, in conjunction with the secretary, to use their best efforts to promote and champion any question of vital interest that concerns the economical marketing of grain that will enhance its value to the producer.

Resolved, That the Oklahoma Grain Dealers Association, having recently learned of the resignation of T. H. Beacom as vice-president and general manager of the Rock Island Railway Company, hereby wishes to express its appreciation of the services rendered by Mr. Beacom during his connection with the Rock Island and its profound regret at his departure from it.

Mr. Beacom has always been a true friend of the grain dealers of Oklahoma, and by his co-operation and his skill in handling trying situations during periods of car shortages has performed that service which is greatly desired from a railway official but not always obtained in the same measure.

Charles Quinn, secretary of the Grain Dealers National Association, urged all dealers to support the Almon Bill for the elimination of telephone and telegraph tax, when it shall be introduced into the next Congress.

ELECTION OF OFFICERS

The report of the Nominations Committee, as presented by J. C. Hutchins, was adopted as follows: President, E. S. Bouldin of Muskogee; vice-president, L. O. Street of Woodward; secretary-treasurer, C. F. Prouty, Oklahoma City. Directors: M. E. Humphrey of Chickasha; C. W. Goltry of Enid; P. G. Newkirk of Clinton; Fritz Straughn of Oklahoma City; Fred Milbourn of Fairland. Official Claim Adjusters: Musson & Gayle of Oklahoma City; Arbitration Committee: U. F. Clemons, Marshall; George L. Moore, Oklahoma City; McKinley Miller, Perry. Member Tri-state Appeals Board: W. M. Randels, Enid.

No further business appearing the meeting adjourned, *sine die*.

LONE STAR DEALERS MEET

The Texas Grain Dealers Association held its twenty-sixth annual meeting at Fort Worth on May 25 and 26. It was an interesting meeting and well attended. President R. I. Merrill of Fort Worth presided, and in his annual address said, in part:

We have passed through a strenuous period of readjustment and when you take into consideration the fact that failures in 1922 were 11.9 per cent more than in 1921 and 164 per cent more than in 1920. I believe you will agree with me that the Association has made an excellent showing. The fact that in the interim since our last annual meeting we lost 100 members was not unexpected but just a trifle embarrassing from a financial standpoint, representing a curtailment in our receipts from dues of \$2,000, but as all indications now point toward improved business conditions throughout the balance of 1923 and 1924, we should easily recoup this loss in membership. Our revenue from arbitration fees and claim collections also dropped below normal, although this only evidences the fact that our membership is experiencing a greater degree of harmony and a better and clearer understanding of contracts than ever before. I believe I am safe in saying that the Arbitration Committee and Arbitration Appeals Committee have had less work to perform and fewer cases docketed than for a number of years previous. We spent a little money dressing up the secretary's office in order that it might present an appearance somewhat in keeping with the dignity of the Association it represents, and if any of you gentlemen have called on the secretary recently I feel sure you will ratify the expenditure. I make this somewhat detailed explanation in order that you will understand why our financial statement shows us a few dollars "in the red," but if I were to call on all the members to stand who suffered no losses in 1922 I am pretty sure the response would be greatly in the minority.

While the work of our standing committees has been of less volume than ordinary, the work of the secretary's office has not been appreciably lightened. Many rate proposals have come up for our consideration. For a time it appeared that we would be involved in the application of the Oklahoma Corporation Commission for a general investigation of class and commodity rates to and from Oklahoma, Kansas, Mis-

souri, Arkansas, Texas and Louisiana. We prevailed on them to make an exception of grain rates.

[Mention was made of various rate hearings on none of which has a decision been rendered.]

The Pooling Movement

We should learn wisdom from the experience of our farmer friends. Eighty-five to 90 per cent of their co-operative schemes have failed, largely because they are un-American. Instead of a scheme of orderly marketing, the idea has developed into a huge pooling operation with its resultant speculative tendencies. During a period of unusual depression in the value of farm products, the propaganda of the agitators was grasped at as a drowning man would grasp at a straw. They thought they had found a Moses who would lead them into the promised land—a panacea for all their troubles. The results have hardly justified their hopes.

Recently the Minneapolis Chamber of Commerce, through its publicity committee, published a pamphlet entitled "Orderly Marketing," showing prices over a period of 29 consecutive crop years from 1885-86 to 1913-14. I wish that this pamphlet might be put in the hands of every member of a Farmers' Co-operative Shipping Association. It is not our province to fight them, but it is our privilege to furnish them accurate statistical information of an educational character such as put out by the Minneapolis Chamber of Commerce. Our secretary has truly said the present struggle is a "survival of the fittest," and if the middleman does not perform a service in the public interest, in the economy of time he will be eliminated as a distributing factor in the grain business.

Foreign Trade Conditions

Just here I want to call your attention to the substance of a report by a special committee of the U. S. Department of Commerce to the effect that our actual tonnage of agricultural exports has increased from approximately 7½ million tons pre-war to an average of about 17½ million tons post-war. Our manufacturers depend on Europe to absorb 1 per cent of their output, whereas our farmers now depend upon it as a market for 15 per cent of their production. Russia is slowly but surely regaining her former position as a large exporter of grain, and with all Europe feverishly endeavoring to increase their production of agricultural products, it naturally follows that a proportionate effect on our markets is inevitable, and the movement to "eat more bread" is not a fallacy, but almost a national necessity. One hopeful feature is the recent announcement that recently our imports have exceeded our exports for a corresponding period, as I feel we can well afford to let the balance of trade swing backward to Europe for a time, thereby making a material contribution towards their financial rehabilitation by improving foreign exchange with a resultant increase in buying power, and redistributing the world's supply of gold, which now congests the world's commerce by reason of being held largely in this country.

Effect of Excessive Freights

I am strongly in favor of a reduction in freight rates, which will immediately be reflected in an increase in the value of our farm products at points of origin. Recently in the public press I noticed an article referring to conditions now prevailing in the state of Montana, the substance of which was that unless freight rates were substantially reduced in that state, their farming and banking interests would virtually be wiped out—100 banks having failed last year and 40 more expected to close their doors this year unless they secure this much sought for relief.

We hear a good deal of comment on excessive taxation, which is largely an aftermath of the war with its unusual expenditures, but we may find slight consolation in the fact that our taxes are only about one-fifth of those now prevailing in England. Much time and space has been devoted to criticism of our Government on account of its so-called paternalism, bureaucracy, subsidizing this or that interest, preferential legislation influenced by this or that bloc, etc., but I want to remind you, gentlemen, that those in authority occupy their respective positions by our own suffrage, and instead of destructive criticism of our lawmakers and law-making bodies, let us substitute constructive co-operation and support and see if in mutual conferences and confidence we cannot attain a common ground that will lead to solution of our ever-present problems and difficulties.

J. V. Neuhaus, chairman of the Arbitration Committee, reported that 33 new cases were filed during the year, and these with seven left-over cases were all settled. R. I. Merrill reported that 11 cases had been appealed and all but one disposed of.

Secretary H. B. Dorsey reported 113 members dropped from the rolls for one cause or another, and 28 new members acquired, leaving a total of 368. He reported a cash balance of \$327.49 and \$2,000 in bonds.

The morning session was concluded with the appointment of the following committees: On Amendments to the Constitution: Ben E. Clement, L. G. Belew, A. A. McNeill, A. F. Richster, R. L. Cole, A. E. Childress, E. W. Harrison, Peter Watkins. On Resolutions: J. E. Lawther, J. Z. Keel, Douglas W. King, A. E. Water, Arthur Storms, John E. Bishop, J. W. Jockusch, J. N. Beasley.

FRIDAY AFTERNOON SESSION

F. A. Leffingwell, of the Texas Chamber of Commerce, pointed out the unjust features of the proposed rates on grain and grain products between Texas points. To some districts in the state the addition cost would amount to 10 cents a bushel.

PROFITS VS. SPECULATION

Douglas W. King in an address of interests, pointed out some of the evils of speculation.

What are some of the evils of speculating? From the standpoint of business the soundest banker and business man in the town in which you live will, as we all know, say that speculation or any get-rich-quick scheme will have the tendency to, if not completely, undermine the foundations of any business or business man.

From a moral viewpoint I have come to the conviction that rank speculation is wrong. It seems only human that when a man makes something by speculating he gets it into his head that he is a little smarter than he really is and he is inclined to spend time dwelling on his ability and smartness, thus using his God-given brain and intellect for purposes contrary to those of his creator. If perchance his speculations prove unprofitable, as they usually do, it results in worry, anxiety and that disturbed condition

of mind which creates a perverted viewpoint and outlook upon life and the responsibilities that each individual as a man, citizen, husband, father or son, should rightfully look square in the face and with the best ability and talent that God has given him endeavor to fulfill. Surely you will agree with me—you that have suffered losses in speculating—that your condition of mind leaves you unfit, for a time at least, to respond to those nobler impulses of your nature, to play a real well-rounded man's part in this glorious game of life. You and I both could present other thoughts that would tend to prove the assertion that speculating is morally wrong.

We find some of the same reasons that we viewed from a moral standpoint.

Have any of you heard of Co-Operative Marketing? Where one or two have been met together the past few days, there most likely these mysterious words have been mentioned. And why? I am inclined to believe you will agree with me it is the result of a thought back in the mind that the grain dealer is not performing a necessary service. I shall not mention other reasons. "Service"—that is the word—the word that is the keynote to commercial success today.

I believe that if we grain dealers would think more of our business as grain merchants and give more consideration to that small word with a tremendous meaning, we would just naturally think less of speculating and more of legitimate profits. You may know or have in mind where in through speculating you can perform a legitimate service in the handling of grain. I say you may. But as a grain merchant, you and I, and every other man of this Association can point out wherein we do perform a necessary service and can see wherein we could and must perform greater service.

Charles Quinn of the National Association addressed the convention, laying special stress on the Almon Bill, which he told of in the Kansas and Oklahoma meetings. He also told of the work the farm bloc had done and proposed to do in Congress.

CONSTITUTIONAL AMENDMENT REJECTED

The Constitutional amendment to form a co-operative marketing department within the Association, proposed by Secretary Dorsey, was considered by the Committee on Amendments to the Constitution and Ben E. Clement reported upon it as follows:

Your Committee appointed to consider the proposed amendment to the Constitution, committing the Texas Grain Dealers Association to co-operative marketing, beg leave to unanimously report its unqualified disapproval of and unalterable opposition to any amendment that seeks to commit this Association to co-operative marketing, deeming such proposition contrary to the purposes, subversive of the interests and violative of the principles of this organization, committed as it is and always has been to the principle of competitive commerce in grain, wherein individual initiative, the employment of private capital and the enjoyment of the gains of useful occupation are, and of right ought to be, inherent and inalienable right of every citizen.

FINAL SESSION

The Saturday afternoon session opened with an address on "More Efficiency in the Distribution of Cars", by G. C. Randall of the American Railway Association. He said that before the crop movement begins all the roads west of the Mississippi will have practically all of their own cars on the home lines. There is a three-weeks supply of cars on hand on some of the larger roads, and this will take care of demands until the return cars begin to arrive. He emphasized the importance of loading and releasing cars so that the average haul can be brought up to 30 car miles per day, which would be equivalent to adding 330,000 cars to the equipment of the roads.

B. E. Clement, as chairman of the Committee of Constitutional Amendments, recommended the following amendment, which was adopted. "Amend Section 3, Article 9, of the constitution by substituting the word 'Arbitration' in lieu of the word 'Tri-state', at the beginning of the eighth line, page 9."

RESOLUTIONS

J. E. Lawther reported for the Resolutions Committee, and resolutions were adopted: "Requesting the Feed Control at State College to be more vigilant in their effort to enforce the law to the letter with reference to the correct representations of the ingredients contained in all mixed feeds." Extending the sympathy of the Association to Mrs. Dorsey in her illness; recommending the appointment of a committee to meet with millers and exporters for the revision of scale of discounts for grades; opposing state income tax legislation; recommending railroad consolidation and the formation of regional commissions to receive the work of the Interstate Commerce Commission; instructed the secretary to submit to the membership proposed amendments to constitution and by-laws without comment.

After the election of the following officers the meeting was adjourned: President, Douglas W. King, San Antonio; vice-president, J. E. Lawther, Dallas; second vice-president, J. V. Neuhaus, Houston; secretary-treasurer, H. B. Dorsey, Fort Worth. Executive Committee: L. W. Belew, Pilot Point; J. C. Mytinger, Wichita Falls; Harry Kern, Amarillo.

PANHANDLE GRAIN DEALERS MEET

On May 21 the Panhandle Grain Dealers met at Amarillo, Texas in the eighth annual convention. President E. W. Harrison of Hereford, presided. The address of welcome was made by Eugene S. Blasdel, mayor of Amarillo and former secretary of the Association. The response was made by A. Liske, of Canadian. Other speakers were Lester Stone, secretary; Charles Quinn, R. H. Wagenfuhr, New Braunfels; H. L. Kerns, Amarillo and W. H. Fuqua.

The election of officers resulted as follows: President, A. Liske, Canadian; vice-president, E. N. Noble, Tulsa; secretary, H. L. Kerns, Amarillo. Directors:

J. C. Mytinger, Wichita Falls; J. M. Beasley, Amarillo; A. G. Hinn, Plainview; E. W. Harrison, Hereford; C. R. Slay, Groom. The Arbitration Committee consists of L. E. McMurtry, Pampa; Lester Stone, Amarillo and Tom Connolly, Clarendon.

CONVENTION CALENDAR

June 15-16. Northwestern Grain Dealers Association, Broadwater Hotel, Helena, Mont.

June 18-19. Pacific Northwest Grain Dealers Association, Spokane, Wash.

June 20-21. Ohio Grain Dealers Association, Cleveland.

June 22-23. Southern Seedsmen's Association, Hotel Farragut, Knoxville, Tenn.

June 27. Indiana Grain Dealers Association, Indianapolis.

June 27-29. American Seed Trade Association, Atlantic City, N. J.

July 24-26. National Hay Association, West Baden, Ind.

October 1-3. Grain Dealers National Association, Des Moines, Iowa.

FEED MANUFACTURERS MEET

The American Feed Manufacturers Association held its annual convention at the Statler Hotel, St. Louis, Mo., on June 7 and 8. The attendance was the largest ever registered at a feed convention and the program was full of interest.

President O. E. M. Keller gave the president's address, H. A. Abbott reported for the Executive Committee, L. F. Brown, secretary and W. R. Anderson, treasurer, rendered their reports and R. M. Field, traffic manager, talked on transportation matters. Among the other speakers and their subjects were: Dr. F. B. Morrison, University of Wisconsin, "Recent Discoveries in Stock Feeding"; John R. Mauff, Chicago Board of Trade, "The Functions of the Modern Grain Exchanges Briefly Told"; E. W. McCullough, U. S. Chamber of Commerce, "Some Equipment Necessary to Success in Manufacturing"; M. E. Dickson, The Fleischmann Company, "Dry Yeast as a Component Part of the Ration for Livestock and Poultry"; Hon. Nelson B. Gaskill, Federal Trade Commission, "Problems of the Feed Manufacturers."

When the housewife pays \$1 for bread, the grain dealer and flour miller together receive only 3¾ cents, John R. Mauff, executive vice-president of the Chicago Board of Trade, stated in his address.

"Ninety-six and six-tenths cents," he said, "is shared by the wheat grower, the railroads, the baker and the bread retailer. These figures are the conclusions not only of the grain statisticians, but also of the Joint Commission of Agricultural Inquiry which so reported to Congress.

"It is the high efficiency of the grain exchange that has reduced the toll between producer and consumer. No other staple foodstuff is distributed at so low a cost. The grain commission man must arrange the financing of the grain movement. Cars must be sampled on receipt. Inspection must be checked. Then begins the round of buyers, comparison of bids, and finally, sale of the grain to the highest bidder. Much routine follows the sale, such as disposition of orders, confirmation of sale, checking state weighmaster's report, invoice to purchaser, account of sales to shipper, and confirmation and payment of freight charges.

"For all this service and financial risk, rendered, let us say, on a 2,000-bushel carload of corn, the grain commission man's total return, from which his expense and overhead must be deducted, is from \$15 to \$20. There is no difficulty in tracing the consumer's dollar in the grain trade. The grain exchange is a splendid example of American efficiency in commerce and industry."

Mr. Mauff said that if the Government followed a judicious policy in enforcement of the Grain Futures Act he anticipated no trade disturbances, as the law recognizes the value of speculation and the maintenance of the futures market.

The election of officers resulted as follows: President: O. E. M. Keller, Arcady Farms Milling Company, Chicago; first vice-president, J. B. Edgar, Edgar-Morgan Company, Memphis, Tenn.; second vice-president, C. U. Snyder, C. U. Snyder & Co., Chicago; third vice-president, R. F. Deibel, Dixie Mills Company, East St. Louis, Ill.; secretary, L. F. Brown, 53 West Jackson boulevard, Chicago; treasurer, W. R. Anderson, *Flour & Feed*, Milwaukee, Wis.; traffic manager, R. M. Field, 53 West Jackson boulevard, Chicago.

Executive Committee: W. E. Suits, chairman, the Quaker Oats Company, Chicago; H. A. Abbott, the Albert Dickinson Company, Chicago; D. A. Badenoch, the Park & Pollard Company of Illinois, Chicago; G. A. Chapman, American Hominy Company, Chicago; M. M. Nowak, Nowak Milling Corporation, Buffalo, N. Y.; A. F. Seay, Ralston Purina Company, St. Louis, Mo.; the president, ex-officio.

Board of Directors, F. J. Ludwig, chairman, Chas. M. Cox Company, Boston, Mass.; H. G. Atwood, American Milling Company, Peoria, Ill.; J. B. Edgar, Edgar-Morgan Company, Memphis, Tenn.; E. W. Elmore, Elmore Milling Company, Oneonta, N. Y.; L. M. Fralich, Abingdon Milling & Cattle Feeding Company, Abingdon, Ill.; Dwight E. Hamlin, Dwight

Hamlin, Inc., Pittsburgh, Pa.; William Hillix, Excello Feed Milling Company, St. Joseph, Mo.; Charles D. Jones, Hermitage Mills, Nashville, Tenn.; Chas. A. Krause, Chas. A. Krause Milling Company, Milwaukee, Wis.; F. E. La Shelle, Jr., Sperry Flour Company, San Francisco, Calif.; B. T. Manard, Penick & Ford, Ltd., New Orleans, La.; D. W. McMillen, The McMillen Company, Fort Wayne, Ind.; S. J. Thompson, The Ubiko Milling Company, Cincinnati, Ohio; H. Wehmann, International Sugar Feed Company, Minneapolis, Minn.; Otto Weiss, Otto Weiss Milling Company, Wichita, Kan.; president, ex-officio.

INDIANA MEETING ANNOUNCED

The Indiana Grain Dealers Association will hold its mid-summer meeting at the Board of Trade Building, Indianapolis, on Wednesday, June 27. The meeting will begin at 10 a. m. and will close with a banquet and entertainment in the evening. A fine program is being prepared.

Secretary Charles B. Riley reports, under date of June 2:

"President Elmer Hutchinson and myself have been canvassing the grain trade in eastern and western central Indiana, our purpose being to ascertain what we could concerning the individual grain dealers, both members and non-members and incidentally securing new members. We succeeded in getting 25 new members, a part of whom had at one time or other in the past been identified with the Association, and we found them much in earnest and practically every one solicited gave us their application, with the exception of some co-operatives and a few of them came across with applications. Practically all co-operative managers were much interested and would join but there are usually some of the directors who have been poisoned by agitators, including the promoters of the Farmers Co-operative Grain Dealers Association, that has a few members and once a year gets them together.

"We endeavored to ascertain the feeling of farmers especially stockholders of co-operative companies toward Governor McCray for defeating the Marketing Bill last winter and somewhat to our surprise found some had protested against the measure and the greater number of stockholders as well as independent farmers knew nothing about the measure and none had seen it except such as read the Indiana Farmers Guide which published it some 30 days after the legislature adjourned. The promoters of that measure are known to have refrained from publishing the measure because they knew the farmers generally would not be favorable and as they were able to organize the farmers' bloc and get them into an agreement to vote for it, they took no chance with the rest of the farmers over the state.

"We were well pleased with our canvass of the state, both in the manner and spirit in which we were received by all dealers and in the results. President Hutchinson is much interested in bringing our membership back to the maximum limit attained during the war and we have to get only about 40 more to reach that, so we believe it will be reached, possibly by or at our mid-summer meeting.

"The outlook for both wheat and oats is fine, wheat well along in heading out, and oats making fine growth. Corn not looking so well, much being planted over on account of the heavy and continuous rains. Plenty of time yet for corn if season is favorable. Taking everything into account the grain trade is hopeful and ambitious. We saw no abandoned fields for want of farm labor."

OHIO DEALERS TO CLEVELAND

The forty-fourth annual meeting of the Ohio Grain Dealers Association will be held at the Hotel Cleveland, Cleveland, on June 20 and 21. The opening session will begin promptly at 10 o'clock on the morning of the first day. As the Entertainment Committee consists of the United grain trade of Cleveland, there will be something worth while for all the members and their families. Secretary J. W. McCord says that the program will be full and complete, right up to the minute, sharp, keen and snappy with many surprises. It sounds pretty good, Ohio.

ILLINOIS ASSOCIATION ADOPTS CASUALTY PLAN

Secretary W. E. Culbertson announces that the Illinois Grain Dealers Association has just completed arrangements with the Integrity Mutual Casualty Company, Chicago, whereby its members can place their compensation and liability insurance through the Association at a material saving to themselves and profit to the Association. Mr. Culbertson says:

"By paying a small annual premium each year you can shift the entire responsibility of your obligation under the Workmen's Compensation Act, to the Integrity Mutual Casualty Company, of Chicago. I shall be glad to quote you rates and complete information upon your advising how many employes you have and their annual salary."



EASTERN

A new elevator is to be erected at Easthampton, Mass., by J. H. Sturgess & Co.

D. B. Hodgkins & Sons of Gloucester, Mass., are raising their grain storehouse and remodeling it.

An interest in the Bay State Elevator Company at Springfield, Mass., has been bought by Willis C. Arnold.

New and larger quarters have been secured in North Adams, Mass., by Dudley & Co., grain dealers of that town.

A 6,000-bushel grain elevator is being erected at Spenceport and one at Ashwood, N. Y., for the Daily Bros., Inc., of Rochester, N. Y.

Matthew A. Donner is no longer in the grain and feed business at Watertown, N. Y., but is associated with C. M. Burns of the Traders Field & Grain Company.

A grain and feed store is now being operated at Philadelphia, Pa., by Fred L. Lemont, grain and feed merchant. The grain and feed store was formerly operated as Woodward & Co.

Additional property has been bought by Charles P. Smith, treasurer of the Malden Grain Company of Malden, Mass., and it is reported that extensive additions are to be made to the grain house.

A 10,000-bushel elevator is to be built at Ransomville, N. Y., replacing the Foote Grain & Feed Elevator which was destroyed by fire three years ago. Three elevators on this site have been destroyed by fire.

The new state pier is practically completed at Portland, Maine, and on July 1 will be available for use. Grain galleries have been erected in connection with the pier, connecting with the Grand Trunk Elevators, through which it will be possible to load grain into steamers berthed at the state pier at the rate of approximately 18,000 bushels per hour.

A grain mill, and elevator, costing \$100,000 is to be erected at Farmington, Conn., for the Winchell Smith Company. The company was recently incorporated, capitalized for \$350,000, with Winchell Smith president and treasurer and Arthur A. Hall, secretary. Land for the elevator has been bought from the New York, New Haven & Hartford Railroad.

INDIANA

A warehouse is being built by Beach & Simmers of Albany, Ind., in connection with their elevator.

O. Erwin succeeds A. W. Mackey as manager of the Farmers Elevator Company of Mt. Vernon, Ind.

The F. J. Townley Elevator Company has started the construction of a 26,000-bushel elevator at Emin, Ind.

A preliminary certificate of dissolution has been filed by the Fulton Grain & Lumber Company of Fulton, Ind.

The Radnor, Ind., elevator of the Radnor Grain Company has been sold to J. F. C. Martin & Son of Lafontaine.

The two elevators of the Jones Bros., at West Lebanon, Ind., are being wrecked. They will be replaced by a 30,000-bushel house.

The elevator of the Wabash Grain Company at Sandborn, Ind., is being improved and a 10-ton Fairbanks Auto Truck Scale is being installed.

A grain elevator and warehouse are to be built at Gilman (Alexandria, P. O.), Ind., for the Farmers Co-operative Company of which J. M. Ciel Morgan is manager.

A warehouse 25x100 feet is to be built for the Clinton County Farmers Co-operative Elevator & Mercantile Company of Frankfort, Ind. An attrition grinder will be installed and a new coal shed erected.

Electricity is being installed in the house of the Crabbs-Reynolds-Taylor Company at La Fayette, Ind. Several changes are to be made to the feed manufacturing plant and the capacity will be increased.

The Ilene Grain Company has let the contract for the erection of a 12,000-bushel elevator at Ilene (P. O. El Nora), Ind. The equipment includes a Western Sheller and Cleaner and a Fairbanks Automatic Grain Scale.

Richards & Lawson have sold the grain elevator at Shelbyville, Ind., to the American Hominy Company. Harry Lawson will continue as manager of

the one house and W. S. Snyder of the other. Extensive improvements are to be made in the near future.

At Marion, Ind., the Farmers Grain & Feed Company has been incorporated, capitalized at \$25,000. E. L. Pulley, B. A. Radabaugh, B. Bradford and John Strieb are interested.

The Norris Grain Company is now qualified to conduct grain elevators in the State of Indiana. It is an Illinois corporation. The capital stock of the firm in Indiana is \$25,000.

A new building for storing feed and flour is to be erected at Chesterfield, Ind., for the Chesterfield Grain Company. Other improvements are being made to the elevator and coal yards.

OHIO AND MICHIGAN

An addition is being built to the house of the Pewamo Elevator Company of Pewamo, Mich.

Capitalized at \$7,000, the Rhodes Bean & Grain Company has been incorporated at Rhodes, Mich.

The elevator of the Clarksville Elevator Company at Clarksville, Mich., which burned is to be rebuilt.

The Pinconning Bran & Grain Company has been incorporated at Pinconning, Mich., capitalized at \$35,000.

The Pine River Bean & Grain Company has been incorporated at Pine River (Standish, P. O.), Mich., capitalized at \$15,000.

The Nevada Farmers Grain Company's elevator at Nevada, Ohio, is to be operated under the management of Earl C. Keeler of Waldo.

The elevator and warehouse of the Croton Farmers Exchange Company at Croton, Ohio, have been bought by O. J. Clyde Montgomery.

Articles of incorporation have been filed at Linwood, Mich., by the Linwood Bean & Grain Company, which is capitalized at \$20,000.

The elevator of the Martindale Grain & Bean Company at Munger, Mich., has been bought by the Chatfield Milling Company of Bay City.

The capital stock of Chatterton & Son, grain dealers at Lansing, Mich., has been increased to \$1,000,000 common and \$500,000 preferred.

The Landman Milling Company of St. Henry, Ohio, has bought the Myers & Patty Elevator at Maria Stein, Ohio. Considerable remodeling has already been done to the elevator by the new owners who will handle grain, seeds and feed.

On June 29, the stockholders of the Union Hay & Grain Company of Cincinnati, Ohio, will meet to dissolve the corporation and surrender its franchise. The company has not been actively engaged in business since 1918, but owns a warehouse which will be sold.

The Kelley's Island Lime & Transportation Company of Cleveland, Ohio, has leased the docks, including elevator, of the B. & O., at Sandusky, Ohio, for a term of 50 years. The docks and elevators were until recently controlled by the Rosenbaum Bros. of Chicago.

ILLINOIS

R. M. Kelley has bought O. M. Kelley's interests at Parnell, Ill.

D. H. Doeden of Hinckley has bought the Neola Elevator at Oregon, Ill.

The Frederick Grain Company has repaired its elevator located at Clarence, Ill.

William C. Smith is converting his warehouse at Epworth, Ill., into a modern elevator.

A 65,000-bushel elevator is being erected at Ellsworth, Ill., for the Ellsworth Grain Company.

The house of the Mt. Auburn & Osbenville Grain Company at Mt. Auburn, Ill., is to be overhauled.

The Bondville Grain & Supply Company of Bondville, Ill., has been bought out by M. A. Kirk & Co.

The elevator of A. B. Curtis at Prairie City, Ill., has been sold by him to R. Lewis & Co., of Springfield.

The interest of S. O. Savage in the elevators at Tallula, and Hill Top, Ill., has been bought by F. W. Fisher. They will operate as formerly through the Central Illinois Grain Company.

Frank and Charles Guffin have bought the Warner Elevator at Paw Paw, Ill. Mr. Frank Guffin will continue as manager and make extensive im-

provements. They will retain the firm name of Warner & Guffin.

The elevator of the Farmers Elevator Company at Pesotum, Ill., is under the management of J. A. Gilles.

C. W. Langdon is succeeded as manager of the Farmers Grain Company at Roseville, Ill., by A. W. Brown.

An addition costing \$1,400 is to be erected at Belleville, Ill., for the Belleville Co-operative Grain Company.

The Cashman & Fleming and the Cashman & Co., elevators at Polo, Ill., have been taken over by Thos. Cashman.

The Farmers Grain & Supply Company of Warsaw, Ill., is installing a 10-ton Fairbanks-Morse Auto and Wagon Scale.

The old Central City Elevator at Peoria, Ill., has been razed. Until recently it was occupied by the Mueller Grain Company.

The elevator of the Sidell Farmers Elevator Company at Hastings, Ill., is being equipped with a modern automatic scale.

Julius O. Kliyla is now in the grain firm of H. C. Moore at Mendota, Ill. The business will be operated as Moore & Kliyla.

A 20,000-bushel elevator is being erected at Monica, Ill., for the Farmers Elevator Company. It will be built on the site of the old one.

The two elevators at Ridgefarm, Ill., owned by Frank Jones have been bought by E. C. Smith, owner of the elevator at Vermillion Grove.

The elevator at Biggs (P. O. Havana), Ill., has been bought by B. H. McFadden & Sons. The Easton Farmers Grain Company owned the house.

A. W. Brown succeeds C. W. Langdon as manager of the Farmers Grain Company at Roseville, Ill. He was formerly manager of the elevator at Kasbeer.

Capitalized at \$12,000, the Philo Grain Company has been incorporated at Philo, Ill. Will Maron, A. S. Brand, E. M. O'Neil and T. P. McCormick are interested.

The Berwick Grain & Supply Company was recently incorporated at Berwick, Ill., capitalized at \$12,000. The incorporators are Walter Bradbury, S. C. Ray and R. E. Kirby.

Capitalized at \$1,000, the Boston Grain Company has been incorporated at Champaign, Ill. The incorporators are Harold Fernades, Alvin Fernades and Raymond S. Fernades.

MINNESOTA AND WISCONSIN

The Stephenson Elevator at Dexter, Minn., has been completely overhauled.

The Commander Elevator Company bought at auction the Farmers Elevator at St. Clair, Minn.

The St. Paul Elevator at Clinton, Wis., was recently bought by the Associated Farmers Company.

A Unique Attrition Mill has been installed by the Rippe Grain & Milling Company of Fairmont, Minn.

The elevator located at Roscoe, Minn., has been bought from Mike Bauer by the Cargill Elevator Company.

An annex is being built to the Fleischmann Elevator at Edgerton, Minn. It will have a capacity of 20,000 bushels.

Theo. Jacobson has resigned as manager of the Farmers Elevator at Dalton, Minn., and is succeeded by Ole Nelson.

The Crawford-Reitmann Mill Company has bought the property of the Davis Mill & Elevator Company at Galesville, Wis.

The Erwin Elevator Company's business at Long Prairie, Minn., is to be handled by Ferdinand Mueller. He succeeds William Luth who resigned.

E. O. Ramstad has resigned his position as manager of the Farmers Elevator Association at Middle River, Minn., and is succeeded in that position by R. E. Mellum of Voss, S. D.

Articles of incorporation have been filed at Janesville, Wis., by the Ashburn Grain & Feed Company, capitalized at \$25,000. L. J. Ashburn, O. Ashburn and A. Tillotson are interested.

William Hoppenstad resigned his position as buyer for the Farmers Co-operative Elevator Company at Fairfax, Minn., to take charge of his elevator at Cosmos. He is succeeded in his position as buyer by

Elmer E. Otnes, formerly of Franklin, and now buying for the Great Eastern Elevator Company at St. James.

The Cargill Elevator Company of Minneapolis, Minn., has acquired the property of the Taylor & Bournique Company which has elevators in Milwaukee and branches in New York and Buffalo.

The Roppe Grain Elevator at Spring Grove, Minn., has been bought by C. J. Sylling and G. G. Myrah. They will conduct the grain, coal, salt and seed business as did the former owners.

The old Stewart Elevator at Chokio, Minn., has been bought by H. R. Eddy and his son, Lee. They opened for business on June 15 with Lee, who formerly operated an elevator at Murdock, in charge of the house.

The Farmers Elevator Company recently organized at Lake Lillian, Minn., has bought the elevator of the Atwater Grain Company at Khandiyohi, Minn. The elevator has been wrecked and the material will be hauled to Lake Lillian.

H. H. Sunvold has resigned as manager of the Empire Elevator Company at Sacred Heart, Minn., and Tom Thompson is now in charge. The house is being remodeled and arrangements are being made for the company to handle coal, feed and flour.

The Grossman Bros.-Parelskine-Grodim, Inc., a salvage company, have bought the property of the Milwaukee Malting & Grain Company of Milwaukee, Wis., which in 1917 was valued at \$1,000,000, paying \$65,000 for the property. The company will probably remodel it and offer it for industrial or warehouse purposes. The present grain elevator, which has a capacity of 700,000 bushels, will be kept intact. The malting plant had a capacity of 1,500,000 bushels.

The Elliott & Wasson Elevator at River Falls, Wis., has been bought by L. R. Alton and L. R. Hocking. Mr. Elliott started the elevator business 19 years ago when he bought out Currier Bros. A year later Mr. Wasson bought a half interest in the house and they have continued since then as Elliott & Wasson. They built their first elevator 17 years ago, selling it seven years later to the Equity Elevator & Warehouse Company. They later erected the present house which they have operated continuously for 12 years.

WESTERN

The Nampa Seed & Grain Company at Nampa, Idaho, has been bought by E. W. Howland.

A grain elevator at Otis, Colo., has been bought by the Colorado Milling & Elevator Company.

A concrete foundation is being put under the elevator of the Farmers Elevator Company at Culbertson, Mont.

W. T. O'Neil is succeeded as manager of the Woodworth Company's elevator at Fairview, Mont., by James Gallogly.

The 50,000-bushel elevator and business of McCaw & Sons at Prescott, Wash., have been bought by the Pacific Coast Elevator Company.

Otto Bock, B. O. Smith and S. A. Wornil have incorporated at Denver, Colo., as the Interstate Grain & Milling Company of Denver. The capital stock of the firm is \$100,000.

Capitalized at \$250,000, the Bunge Western Grain Corporation of New York has been incorporated at Olympia, Wash. George V. Reilly, H. C. Hand and Samuel C. Wood are interested.

A 300-barrel mill and grain elevator are to be erected at Los Angeles, Calif., by the California Milling Company. The firm will manufacture all kinds of poultry and mixed feeds.

The Taylor Mill Company of Los Angeles, Calif., which conducts a grain, hay and feed business, has bought the old Armour plant at Colton, Calif., and will use it as a mill and warehouse.

Extensive improvements are being made to the plant of the Eugene Mill & Elevator Company of Eugene, Ore. The feed plant is being enlarged and additional machinery is being installed.

Harry Morris has bought the William Osterman Company, dealers in grain, hay and feed at Milpitas and San Jose, Calif. Mr. Morris will operate the business under the name of the Harry Morris Company.

The elevator of the Cashup Co-operative Elevator Company at Cashup, Wash., which burned in March is to be rebuilt. The fire destroyed the office and fixtures and all of the interior construction. Charles H. Hart of Colfax is president.

Asa T. Ambler of the Ambler Grain Company operating at La Manda Park, Calif., has sold his interest in the firm of his son, Chester. He in turn has bought land in San Bernardino and will erect a grain elevator for storing and milling in transit and will handle grain, hay, and feed, both wholesale and retail.

The Oregon-Washington Railroad & Navigation Company has been granted permission by the Portland Commission of Public Docks for the erection of a new wharf and grain elevator at Portland, Ore. The wharf will be 137x360 feet, with 180 feet of double track trestle in the rear, together with a

warehouse 119x350 feet. There will be storage bin capacity of 250,000 bushels, with the working bins of 60,000 bushels' capacity. The total cost will be \$250,000.

The Evart Produce Company has filed articles of incorporation at Penngrove, Calif., to conduct a grain, hay and farm implement business, capitalized at \$150,000. The stockholders are William Evart, Frank R. Evart, A. R. Evart and William P. Evart.

The Northern Grain & Warehouse Company of Portland, Ore., recently made the announcement that it contemplated the erection of a bulk grain elevator of 300,000 bushels' capacity on the Albina Dock which it recently leased for a term of 20 years from the Oregon-Washington Railroad & Navigation Company. The proposed elevator will more than double the present capacity and will increase the local bulk grain facilities of the port from 1,306,000 to 1,606,000 bushels.

CANADA

An internal storage elevator and cleaning plant are to be erected, it is reported, by the Ellison Milling & Elevator Company, Ltd., of Lethbridge, Alta.

Property has been leased by the Western Pacific Grain Elevator & Terminal Company of Vancouver, B. C., for the purpose of erecting on it a grain elevator.

The old Martin & Mitchell structure at Morris, Man., was recently torn down after 40 years service and in its place, the Interior Elevator Company is erecting a new elevator.

A 70,000-bushel elevator at Killam, Alta, has been bought by the Quaker Oats Company. The elevator which is one of the largest and most modern in northern Alberta was formerly operated by the Inter-Provincial Flour Mills.

The Hunt Milling Company of London, Ont., is interested in the erection of a \$2,000,000 elevator at Point Edward. The company has also a plan for the development of Sarnia Bay as a winter harbor for grain and other vessels.

The capacity of the Canadian National Railway Elevator at Midland, Ont., is to be doubled. This will give a total capacity of 4,500,000 bushels. Another marine leg is to be added, increasing considerably the handling capacity.

The old Horn Elevator at Fort William, Ont., now owned by the Gillespie Elevator Company, is being torn down. This summer a modern working house will be built on the site. Next fall the company hopes to commence the foundations for the first unit of a large storage plant. On the foundation will be erected 20 to 30 concrete tanks with total storage capacity of 1,250,000 bushels, costing in the neighborhood of \$1,250,000.

The contract has been awarded by the Harbor Commissioners of Montreal for the erection of an extension to Elevator "B" at Windmill Point, Que. The work will be commenced immediately and will be carried out according to plans and specifications prepared by John S. Metcalf Company, Ltd., grain elevator designers and engineers. This extension will provide an additional handling capacity of 1,272,000 bushels and bring total capacity of the elevator to 3,500,000 bushels. Four additional loading berths will be provided, enabling the elevator to load six ocean vessels simultaneously.

IOWA

The elevator of W. Wheeler at Adair, Iowa, is to be repaired this summer.

The elevator of the Trans-Mississippi Grain Company of Cushing, Iowa, is to be repaired.

The elevator of the Farmers Elevator Company at Matlock, Iowa, which burned, is to be rebuilt.

The two elevators of George I. Chissel at Vincent, Iowa, have been sold to Louis E. Baughman.

Capitalized at \$30,000, the Farmers Elevator & Feed Company, Ltd., was incorporated at Indianola, Iowa.

The elevator of H. C. Moore at Eldora, Iowa, has been sold by him to H. N. Edmonson and O. O. Rohrer.

Repairs are to be made and new machinery installed in the Farmers Co-operative Elevator at Hinton, Iowa.

Ed Townsend is succeeded by Gerald White as manager of the Farmers Union Exchange of Burlington, Iowa.

A grain elevator of 20,000 bushels' capacity is to be erected at Alden, Iowa, for the Farmers Elevator Company.

A warehouse, 60x18 feet, is to be built as an addition to the elevator of Lamis Hoose & Co., at Chillicothe, Iowa.

A new elevator of 30,000 bushels' capacity is to be built at Nemaha, Iowa, for the Independent Farmers Elevator. It will be ready for operation by August 1.

Improvements are being made to the Farmers Elevator Company house at Cedar Rapids, Iowa, including the installation of a 30-inch attrition mill,

with two 40-horsepower motors. A new dump for ear corn, two 24x24 foot coal bins and additions to the office will also be built.

The mill located at Mapleton, Iowa, will be converted into an elevator of from 15,000 to 20,000 bushels' capacity.

George F. Beeles is succeeded as manager of the Farmers Co-operative Association of Humboldt, Iowa, by C. A. Jenks.

The grain elevator of W. C. Yeisley at Van Horn, Iowa, has been bought by the Ray Murrel Grain Company of Cedar Rapids, Iowa.

McCoy & Co., are succeeded at Grant Center, Iowa, by the Blakeley Grain Company. The elevator will be improved this year.

The charter of the Galva Union Elevator Company operating at Galva, Iowa, has been renewed. The company is capitalized at \$8,000.

Improvements are being made to the buildings of the Farmers Elevator Company of Marion, Iowa, and additions are to be made to the offices.

The elevator of the Farmer Elevator Company at Fenton, Iowa, is to be equipped with an all steel dump lift and a Fairbanks 10-ton Truck Scale.

The elevator at Bouton, Iowa, has been bought by the Stokely Lumber Company, bringing the total number of elevators owned by the company to five.

New machinery has been installed by the Spracher Elevator Company of Sibley, Iowa, and operations have been started by them. Mr. Graves is manager.

A new addition is to be built to the C. E. Beall Elevator at Williams, Iowa. The addition will increase the capacity of the house to 105,000 bushels.

Fred Butler, William Gummert and F. D. Lutes have incorporated as the Ferguson Grain Company of Marshalltown, Iowa, capitalized at \$10,000, to conduct a general grain business.

The elevator of the Central Iowa Grain Company of Cambridge, Iowa, is to be managed by Magnus Neilson, formerly manager of the Farmers Co-operative Elevator at Dallas Center, Iowa.

The contract has been let by the Farmers Co-operative Grain & Lumber Company of Gowrie, Iowa, for the erection of a 10,000-bushel elevator. The firm was recently incorporated, capitalized at \$150,000.

The elevator of the Bradgate Co-operative Exchange, Bradgate, Iowa, is to be repaired and a new concrete foundation and pits put in. A Fairbanks Automatic Scale and a Fairbanks 10-ton Truck Scale are to be installed.

The elevator business of Peters & Riant at Grundy Center, Iowa, has been sold by them to J. Clyde Smith who took immediate possession. Peters & Riant bought the elevator last August and have done very successfully since then.

THE DAKOTAS

Otto Sletten is now buyer for the Pekin Grain Company of Pekin, N. D.

The Farmers Elevator Company has remodeled its power house at Crandall, S. D.

The office of the Wales Farmers Elevator, Wales, N. D., is being completely remodeled.

The Equity Union Exchange of Selby, S. D., has been equipped with an automatic scale.

Repairs have been made to the elevator of the Farmers Elevator Company at Mapleton, N. D.

Ben Winterboer has resigned his position as manager of the C. C. DeBoer Elevator at Davis, S. D.

A new truck dump has been installed in the elevator of the Occident Elevator Company at Wilton, N. D.

A. Peterson is now manager of the Farmers Elevator at Fedora, S. D. He succeeds C. M. Doerre who resigned.

The elevator of the Marshall Milling Company at Northville, S. D., has been bought by the Northville Grain Company.

A dump and 10-ton Fairbanks Scale have been installed in the house of the Garske Elevator Company at Garske, N. D.

Extensive repairs are being made to the elevator of the Washburn Grain Company, Washburn, N. D., owned by John Bibelheimer.

A new frame elevator is being built at Gettysburg, S. D., for the Eagle Roller Mill Company, whose other elevator is being torn down.

A modern air dump has been installed at the Occident Elevator at Jamestown, N. D. A new platform has also been put in on the scales.

The contract has been let by the Stickney Co-operative Union of Stickney, S. D., for general improvements to be made to the elevators.

The elevator of the Farmers Grain Company at Venlo, N. D., has been closed down in order that needed repairs may be made before the fall rush.

New and up-to-date coal bins have been erected to the house of the Colton Grain Company of Colton, S. D., as well as a new office and wareroom.

Articles of incorporation have been filed by the Van Kleech Supply Company of Fargo, N. D., capi-

talized at \$25,000. James A. Van Kleeck, James A. Warner and John H. Weist are interested. The firm will buy and sell grain, etc.

The leg of the Crandon Farmers Elevator Company's house at Crandon, S. D., is to be rebuilt and minor improvements are to be made to the elevator.

The Winter-Ames Elevator at Kempton, N. D., has been bought by A. T. Martinson and G. Gunder-son. They will operate as the Kempton Grain Com-pany.

The old elevator of the Farmers Elevator Com-pany of Horace, N. D., is to be torn down. The building is to be completely dismantled by the first of October.

The plant of the Farmers Elevator Company at Tyndall, S. D., has been bought by F. C. Byrne and Wm. McBurney. They have organized a company to operate it.

T. M. Manning, James Manning and J. D. Man-ning have incorporated at Elk Point, S. D., as the Elk Point Elevator Company. The firm is capital-ized at \$15,000.

The elevators at Watertown, S. D., formerly owned by G. H. Smith has been bought by the Lytle Grain Company of Conde, S. D. It will be remodeled and operated as a feed mill.

A new addition has been built to the elevator of the Nye-Schneider-Jenks Company of Winner, S. D. The new addition will increase the capacity of the elevator to 45,000 bushels.

An 18,000-bushel elevator is being built at Yank-ton, S. D., for Henry De Camp which will be ready for operation under the name of the H. De Camp Elevator Company about July 1.

M. E. Poyzer for years in charge of the Farmers Elevator at Willow City, N. D., has bought the Ely-Salyards Elevator and coal sheds in that city. Mr. Poyzer took possession of the elevator the first of June.

The elevator at Watertown, S. D., formerly oper-ated by G. H. Smith has been bought by the Lytle Grain Company of Conde, S. D. It will be re-modeled and operated by the new owners as an ele-vator and feed mill.

A new elevator is to be erected at Pollock, S. D., for the Farmers Elevator Company. The contract for the new house has been let. At first the com-pany had plans to buy a house, but later on decided to erect a modern plant.

SOUTHERN AND SOUTHWESTERN

The contract has been let by Ed Johnston of Pond Creek, Okla., for overhauling his elevator.

A new warehouse is being built for the Holloway-Grover Grain Company of Collinsville, Okla.

W. B. Tucker is succeeded as manager of the Farmers Elevator Company of Sayre, Okla., by P. J. Messer.

A brick building has been built at Harlingen, Texas, in which J. W. Rhone will conduct his grain and feed business.

The elevator at Laverne, Okla., has been bought by John Duvall. The elevator was owned by G. I. Edmundson of Englewood, Kan.

Improvements have been made to the Star Mill & Elevator Company of Hennessey, Okla., and the mo-tive power has been changed to electricity.

The Hallman Elevator at Graham, Texas, is being remodeled by the Hinson-Hockaday Grain Company. They will buy grain at Graham, Loving and Perrin.

The Martin Grain & Implement Company opera-ting at Martin, Tenn., is to reorganize and do a gen-eral feed business. J. A. Gardner is general man-ager.

Capitalized at \$1,500 the Gotebo Grain Company was recently incorporated at Gotebo, Okla. J. A. Schafer, J. C. Oswald, and G. D. Words are inter-ested.

Repairs have been made to the elevator of the Buffalo Farmers Co-operative Elevator Company of Buffalo, Okla. A five-bushel automatic scale was installed.

A building is being erected at Orange, Texas, by the Orange Grain Company which until recently oc-cupied part of the building of the Orange Grocery Company.

A wholesale and retail grain, feed and flour busi-ness has been started at Nashville, Tenn., by the Wilson Grain Company. S. H. Wilson is manager of the company.

A feed mill and elevator of 50,000 bushels' capa-city is to be erected at Vinita, Okla., for the R. H. Drennan Grain Company whose house was recently destroyed by fire.

Seventeen Oklahoma elevators of the W. M. Ran-dels Grain Company have been sold to the Enid Milling Company of Enid, Okla., which will super-intend the operations of the houses.

A warehouse for storing grain, feed, and hay is to be erected at Tyler, Texas, by the Marcus O. Smith Grain Company of Tyler. The company is connected with the Fort Worth Elevator Company

and the Smith Bros. Grain Company of Fort Worth, of which Jule G. Smith of Fort Smith is general manager.

A poultry department has been added to the busi-ness of the Charles Hay & Grain Company of Mem-phus, Tenn. W. C. Charles is president and general manager of the concern.

The Mountain City Milling Company of Chatta-nooga, Tenn., has let the contract to the Spencer Construction Company for the erection of 125,000-bushel storage addition.

Jule G. Smith has been granted a permit for the construction of a modern grain elevator costing \$350,000 at Fort Worth, Texas. The elevator will have 36 fireproof tanks.

The Celina Mill & Elevator Company has been incorporated at Celina, Texas. B. F. Smith, H. T. Ratcliffe and W. R. Smith are the incorporators. The capital stock of the firm is \$100,000.

The elevator of the El Reno Mill & Elevator Company at Minco, Okla., is to be equipped with a 10-ton Fairbanks Scale. The company is also in-stalling a similar scale in its Hydro, Okla., plant.

Articles of incorporation have been filed by the Eagle Grain & Elevator Company of Eagle Switch, Okla., capitalized at \$6,000. The incorporators are L. A. Aldrich, Roy A. Nuther and F. L. Schmolke.

The contract has been let by the Bliss Co-opera-tive Grain Company of Marland, Okla., for the erec-tion of a 15,000-bushel ironclad elevator to replace the one which burned last March. The equipment will include an Eureka Oat Clipper and an automatic scale.

A new warehouse is to be built for the Plosser-Knecht Flour & Grain Company of Birmingham, Ala., near its present location. The floor space will be about 10,000 feet, exclusive of the space to be used for the office. The house will be ready Octo-ber 1.

MISSOURI, KANSAS AND NEBRASKA

Earl De Witt is manager of the Sharon Co-opera-tive Grain Company of Sharon, Kan.

A new power house is being erected for the Sun City Grain Company of Sun City, Kan.

The Nye-Schneider-Jenks Elevator at Harvard, Neb., has been bought by Tom Seifkin.

A cotton gin is to be erected at Charleston, Mo., for the Whitehead-Davis Grain Company.

A reinforced concrete elevator is to be built at Olean, Mo., for the Olean Milling Company.

A manlift is to be installed in the elevator of the A. J. Moore Grain Company at Caldwell, Kan.

The elevator of the David City Farmers Elevator Company of David City, Neb., is to be remodeled.

Improvements are to be made to the elevator of the Stevens-Scott Grain Company at Aulne, Kan.

A 15,000-bushel cribbed elevator is being erected at South Omaha, Neb., for Kilpatrick Bros. & Doyle.

The Swanson Grain & Coal Company is succeeded at Oakland, Neb., by the Swanson-Anderson Com-pany.

The property of the Farmers Grain & Supply Company at Ord, Neb., is to be managed by Mr. Brown.

The McCall-Webster Elevator at Brunswick, Neb., is to be managed by Charles Young. He succeeds M. V. Wood.

The elevator of the Producers Grain Company at Preston, Kan., has been bought by J. H. Magruder of Pratt, Kan.

The elevator of the Rae-Patterson Milling Com-pany at Independence, Kan., is being managed by G. H. Coleman.

R. L. Hamilton bought at sheriff's sale for \$40,000, the Universal Mill & Elevator Company's property at Clafin, Kan.

Frank L. Summers is succeeded as manager of the Farmers Elevator Company of Gilliam, Mo., by G. L. Mayfield.

The elevator of R. W. Dockstader at Cawker City, Kan., which he recently bought is undergoing numerous repairs.

A company is being organized at Neosho Falls, Kan., by F. M. Denney & Sons, to conduct a grain and milling business.

The old elevator at Quenemo, Kan., has been bought by A. W. Logan. The mill will be repaired and put into operation.

The elevator at Chetopa, Kan., is now being oper-ated by G. W. Pratt. It was leased to the Chetopa Grain & Coal Company.

The old Farmers Elevator Company of Daykin, Neb., has been reorganized into the Framers Co-operative Elevator Company.

The Farmers Elevator Company of Osborne, Kan., is building a new elevator there which will be ready in time to handle the new wheat crop.

The contract has been let by the Robinson Mill-ing Company of Carlton, Kan., for a 15,000-bushel studded, ironclad elevator equipped with a 10-ton wagon scale, 10-horsepower Fairbanks Morse Type

"Z" Engine, four-bushel modern automatic scale and 1,500-bushel per hour non-chokable leg with rope drive to the head.

The elevator of the Borah & Beougher Grain Company at Campus, Kan., has been bought by C. E. Robinson Grain Company of Salina, Kan.

A grain elevator will either be built or purchased at Alma, Neb., by the recently organized Farmers Equity Union of which William Blum is president.

The Hastings, Neb., office of the Armour Grain Company has been closed. Mr. Dunn and R. C. Pierce have been transferred to the Des Moines office.

The Sumner-Forker Elevator at Sumner, Mo., has been bought by Joseph T. McCormick for \$6,950. He will operate there as the McCormick Grain Company.

The elevator of the Farmers Union Co-operative Association of Greenwood, Neb., is to be rebuilt. The contract was let to the Birchard Construction Company.

A grain elevator is being built at Grover (Silver Lake P. O.), Kan., by J. J. Merrilott of Topeka, who was formerly engaged in the grain business at Tecumseh.

Harvey Hickerson bought at special master's sale the elevator of the Associated Mill & Elevator Com-pany at Sedgwick, Kan. He is making repairs and will operate.

The offices of the Herndon Grain Association of Herndon, Kan., are being improved and substantial improvements are being made to the elevator lo-cated there.

The cement elevator at Thayer, Kan., was re-cently purchased by Z. A. Eaton of the Eaton Grain Company. He will complete it and put it into operation.

Capitalized at \$8,000, the Home Elevator Com-pany was incorporated at Damar, Kan. C. R. Beaver, N. Beaver and L. M. Boyd of Wichita, Kan., are interested.

J. A. Fallen is to engage in the grain business at Stafford, Kan. He is succeeded at Lyons, where he was manager of the Farmers Union Grain Company, by R. Swanson.

A warehouse is being built at Kansas City, Kan., for the Dyer Grain & Hay Company. It will be of corrugated metal and will be ready for opera-tion in a month.

Charles S. Gill of Kansas City has bought the Cay-wood Elevator at Clifton, Kan., which was the prop-erty of the defunct Associated Mill & Elevator Com-pany of Kansas City.

The mill and elevator at Protection, Kan., have been exchanged by the Bucklin Land Company of Bucklin, Kan., for a 480-acre farm between Ford and Spearville, Kan.

The Cowgill & Hill Milling Company of Carthage, Mo., is building a 200,000-bushel elevator there. It will be ready for operation in July. The old ele-vator burned last fall.

The Derby Grain Company is to build a new ele-vator at Norton, Kan., replacing the house which was destroyed by fire. The loss amounted to \$5,000, covered by insurance.

W. E. Kelcy of the First National Bank at Wichi-ta has bought for \$10,000, the elevator and mill property at Harper, Kan., which has not been in operation for several months.

A 7,300-bushel addition is being built to the ele-vator of A. R. Rich of the Farmers Elevator Com-pany of Trumbull, Neb., which will give the house a total capacity of 22,000 bushels.

J. G. Meier is succeeded in the grain department of the Shellabarger Mill & Elevator Company of Salina, Kan., by D. P. Lorenz of the Larabee Flour Mills Corporation of Wichita, Kan.

An elevator at Rockport, Mo., has been bought by Frank Moser, who took charge June 1. He was for five years manager of the Hiawatha Co-opera-tive Association of Hiawatha, Kan.

The old Hall-Baker Elevator at Baynesville, Kan., has been torn down by the Baynesville Co-operative Equity Exchange and a 10,000-bushel ironclad ele-vator is being erected in its place.

A new elevator is to be built at Canton, Kan., for the Canton Grain Company. The old elevator will be razed, and the new house of 15,000 bushels' capacity will be erected on the site.

A new corporation, known as the Chula Milling & Grain Company, Inc., has bought out the Chula Grain & Coal Company at Chula, Mo. S. R. Scruby is president and J. Raney is manager.

R. W. Cleveland is manager of the Wichita, Kan., elevator of the J. W. Craig Grain Company at Wichita. He was for three years manager of the grain elevator of the Rea-Patterson Milling Com-pany at Preston, Kan., but recently resigned that position.

Frank Thiel is president of the Farmers Grain & Mercantile Company which has been organized at Greeley, Neb. The new company has bought the elevator property of the Farmers Co-operative Com-

pany for the amount of its indebtedness. The Farmers Grain & Mercantile Company was organized, capitalized at \$45,000, by L. E. LeRoy, M. A. Ginn, and T. W. Foster.

The contract has been let by the Wellington Mill & Elevator Company for the erection of a 15,000-bushel ironclad elevator at Milan, Kan., to the Jones-Hettelsater Construction Company.

An interest in the grain business of M. D. Babb at Junction City, Kan., has been bought by C. T. Neyer and a general business in grain, hay, and feed will be conducted under the name of Babb & Neyer.

A grain elevator and warehouse are to be built at Herington, Kan., for Dipenbrock & Czarnowsky and the contract has been let for same. The house will cost \$15,000, and under the contract must be completed by July 1.

Walter Stiles will supervise the line of elevators of the Larabee Flour Mills Corporation. Mr. Stiles is an experienced grain buyer and on June 1 went to Hutchinson where the headquarters for the line of elevators will be located.

The elevator of the Farmers Co-operative Business Association at Chanute, Kan., which was destroyed by fire is to be rebuilt. It has not been decided whether to build a complete elevator, mill and warehouse, or only one of these units.

A feed mill and elevator are being erected at Columbus, Neb., for the C. H. Sheldon Company. In

addition to doing custom grinding, the company will specialize in the manufacture of Graham flour, cornmeal, stock and poultry feeds. John Wittee will be in charge.

An ironclad elevator of 20,000 bushels' capacity is to be built at Pratt, Kan., for J. H. Magruder, replacing one of his old elevators which is being torn down. He has also arranged for the purchase of three additional elevators at Penalosa, Preston and Troutsdale.

The additional elevator of the H. D. Lee Flour Mills Company, Salina, Kan., has been completed. The new elevator, which is entirely of reinforced concrete, adds about 300,000 bushels capacity to the Lee plant. The Jones-Hettelsater Construction Company had the contract.

The contract has been let for the erection of a 40,000-bushel elevator at Balta, Kan., for the Russell Milling Company of Russell, Kan., replacing the one destroyed by fire. The contract was awarded to the Jones-Hettelsater Construction Company. The elevator will be ready by August 15.

The Russell Milling Company recently completed the erection of a reinforced concrete elevator at Russell, Kan. By the erection of the addition, space is made for the installation of machinery which will increase the capacity of the mill by 50 per cent, giving the plant a total output of 800 barrels. The work was done by the Jones-Hettelsater Construction Company.

OBITUARY

BALLOU.—John Ballou died suddenly on June 3 in Chicago. He had been a member of the Board of Trade since 1902. He was 42 years old. Mr. Ballou was a resident of Lincoln, Ill. His widow survives him.

CALLIS.—Clarence W. Callis died on May 20 at his home in Baltimore, Md., where for many years he was in the feed and grain business associated with R. C. Wells & Co., of which he was a member.

GALT.—Ralph Lee Galt died on May 17 after an illness of three weeks at Washington, D. C. He was at the head of the feed and flour firm of William M. Galt & Co., Washington, D. C. His widow and one son survive him.

GOBEILLE.—Francis Gobeille died aged 67 years at Montreal, Que. He was a veteran wholesale grain merchant of Montreal and had been in business there for 35 years. His widow, six daughters and three sons survive him.

HAMMOND.—Albert H. Hammond died recently at Barnesville, Minn. Mr. Hammond was manager of the Farmers Elevator Company there.

HEDRICK.—Thomas J. Hedrick died on May 29 after a long illness with influenza and a complication of diseases. He was on the Missouri State Grain & Warehouse Commission and resided at Kansas City, Mo.

HUMPHREY.—W. E. Humphrey, president of the El Reno Mill & Elevator Company, died on May 10 at his home in Livonia, N. Y., aged 70 years. He was one of the founders of the company in El Reno, Okla.

KING.—Henry Woolworth King died at his country home in Gordonsville, Va., recently. He had been a member of the Board of Trade for 37 years, and was 68 years old.

LELAND.—On May 24, Edward F. Leland died at his home in Chicago, Ill., after a short illness. He

was 61 years old. Mr. Leland was for many years prominent in the grain trade as head of E. F. Leland & Co., grain and stock brokers. He joined the Board of Trade 39 years ago and for more than 20 years was active in business with J. Herbert Ware of Ware & Leland. He retired six months ago.

MOORE.—Guy A. Moore was found dead on June 2 beside a railroad track in Kansas City, Mo. Mr. Moore was a prominent Kansas City grain dealer and was a member of the Moore-Lawless Grain Company. He had been a member of the Kansas City Board of Trade for 18 years, and served as its president in 1919.

CULLEN.—Joseph A. Cullen died from heart trouble aged 61 years. He was for 18 years sales manager of the Loughry Bros. Mill & Grain Company of Monticello, Ind. His widow and three daughters survive him.

PATTERSON.—Ben R. Patterson died recently at Mitchellville, Iowa, where he at one time had been in the grain business.

POWELL.—George B. Powell, chief of the inspection and weighing department of the Omaha Grain Exchange, Omaha, Neb., died recently.

SPOORS.—Edward Spoors died recently at Weston, Ohio, where he had for 20 years been manager of the Custer Elevator and for 10 years manager of the Farmers Co-operative Elevator.

STARK.—Aged 59 years, T. J. Stark died at his home in Plano, Texas, recently. He was the operator of the largest elevator and grain concern in Texas, having been in business for 29 years. He was an official in the Texas Association.

STEIN.—J. Fred Stein died at Mt. Carmel, Ill., aged 71 years. He was a grain dealer there.

WESTBROOK.—S. G. Westbrook died recently at Belmont, Man., Canada. For the past 17 years he had been in charge of the Dominion Elevator there.

tained 12,000 bushels wheat at the time of the fire. The loss amounted to \$20,000, covered by insurance.

Becket, Mont.—The line elevator operated by the McLean Elevator Company was slightly damaged by fire on May 24.

Toronto, S. D.—Lightning is said to have caused a small damage loss to the elevator operated by O. G. Tuve on May 29.

Victoria, Kan.—Fire very seriously damaged a line elevator operated by the Kansas Flour Mills Company on May 23.

Mount Morris, N. Y.—The grain storage house of F. H. Hirsch burned with a loss of \$15,000, partly covered by insurance.

Templeton, Ind.—A very slight damage loss was sustained by Kennedy Bros., due to wind damaging their steel grain tank.

Springfield, Ill.—Fire damaged the house of Liedel & Son, with a loss of \$35,000. The house contained 15,000 bushels grain.

Ridgeville, Ind.—On April 23, Fred C. Murray & Co., sustained an exceedingly slight damage loss to their steel grain tank.

Stockbridge, Mich.—The Stockbridge Elevator Company on May 23 sustained a slight damage loss by fire to its hay warehouse.

Gill, Colo.—With a loss of \$12,000, the grain elevator and grocery store here were destroyed by fire. The loss is covered by insurance.

Ross, N. D.—Fire partially damaged the warehouse owned by the Ross Farmers Elevator Company. Locomotive sparks caused the fire.

Velva, N. D.—The Occident Elevator here was damaged by fire to the extent of \$12,000, including the building and about 16,000 bushels grain.

Bryan, Texas.—Fire destroyed, with a considerable amount of corn, feed, and hay, the feed warehouse of the Vick Bros., with a loss of \$10,000.

Montpelier, Vt.—Fire destroyed the feed mill of E. W. Bailey & Co., on May 16 together with 1,000,000 bushels of grain. The loss amounted to \$100,000.

North Loup, Neb.—Fire on May 25 destroyed the elevator of the Farmers Grain & Supply Company with 1,000 bushels grain. The loss is fully covered by insurance.

Haskins, Iowa.—Fire destroyed the elevator here of which M. E. Mullan is manager. The fire started from a bonfire built near the elevator. The loss amounted to \$8,000.

Beaver City, Neb.—Fire destroyed the Derby Grain Elevator with between 500 and 1,000 bushels wheat. W. S. Campbell was local buyer and in charge of the elevator.

Niagara Falls, Ont.—Fire on June 1 damaged the wholesale flour and feed store of the Crane Bros. with a loss of \$10,000. A large quantity of grain and feed was damaged.

Malden, Mass.—Fire on May 29 damaged the grain elevator of the Malden Grain Company to the extent of \$5,000. The flames were stopped before they reached the hay storage shed.

Missouri Valley, Iowa.—Fire damaged the elevator of the Farmers Elevator Company with a loss of \$12,500. The property was insured. A concrete elevator is to be erected on the site.

Fort William, Ont.—Fire of unknown origin destroyed an outer warehouse used in connection with the feed mill and elevator of Jas. Davidson & Co. The loss amounted to between \$5,000 and \$7,000.

St. Francis (Amarillo p. o.), Texas.—The elevator operated by the Panhandle Grain & Elevator Company was partially damaged by fire on May 27. According to the report, the damage was confined to the office and scales.

Muskegon, Mich.—Fire damaged the Montague Feed Store owned by Joe Walthers. The building and grain, flour, wheat, beans and straw owned by the Montague Farmers Co-operative Association, valued at \$13,000, were destroyed.

Hutchinson, Kan.—Fire on May 14 destroyed the frame headhouse and storage of the elevators of the Kansas Flour Mills Company here. The headhouse and storage had a capacity of 100,000 bushels and the loss including 15,000 bushels wheat. Four concrete tanks were unharmed.

THE winter grain crops in the black soil belt of Russia were generally satisfactory and only the later sowings were poor, according to a statement in *Economic Life*, April 27. In the southeast regions, condition is average.

THE European wheat trade displays evidence of a healthier condition as native stocks diminish, says Special Representative A. P. Dennis, in a report to the Department of Commerce. According to the *London Corn Circular*, France must import from 22,000,000 to 24,000,000 bushels of wheat before the next harvest, Italy must import 26,000,000 bushels and Germany must import 7,400,000 bushels. During the period from August 1, 1922, to April 14, 1923, imports of wheat into Europe were nearly 20,000,000 bushels more than during the corresponding period of the cereal year 1921-22.

FIRES—CASUALTIES

Faulkton, S. D.—Lightning struck and destroyed the Atlas Elevator on May 27.

Rinard, Ill.—On May 25 the warehouse of A. J. Poorman was totally destroyed by fire.

Capron, Ill.—Lightning struck and did damage to the Capron Grain Elevator on May 21.

Minto, Man.—Fire on June 1 destroyed the McCabe Elevator with 8,000 bushels wheat.

Kempton, Ind.—The steel tank of A. B. Cohee was slightly damaged recently by tornado.

Foosland, Ill.—On May 12 fire totally destroyed the elevator operated by the Foosland Grain Company.

Monnett, Ohio.—Fire destroyed a storage barn belonging to the Monnett Elevator Company with a

loss of \$10,000. The barn was one of a group of elevator buildings and was filled with farming machinery.

Denver, Colo.—Fire almost totally destroyed the warehouse of Ady & Crowe Mercantile Company on May 29.

Pettysville (Chili p. o.), Ind.—The elevator operated by the Kinsey Bros. was totally destroyed by fire on June 2.

Au Gres, Mich.—On May 12, fire very seriously damaged the elevator operated by the Au Gres Elevator Company.

Victoria, Kan.—Fire on May 24 destroyed the elevator here owned by the Kansas Flour Mills Company. It had a capacity of 20,000 bushels and con-

HAY, STRAW AND FEED

A GOOD FEED FOR CATTLE

Very frequently the farmer is the one who finds some good substitute for a long accepted commodity on the farm just because he has to. This was the experience of an Iowa farmer who, when he ran out of corn for his cattle early in February this year, was obliged to make a reasonable, yet satisfactory substitute for the old time feed. He found that Alfalfa, ear corn and fodder ground together make a perfectly balanced ration for feeding cattle. The cattle made an average gain of over 300 pounds per head and sold at \$8.75. With this mixture there is also a considerable saving in hay.

GRAIN SORGHUMS IN THE SOUTHWEST

The Southern Great Plains, including portions of Kansas, Oklahoma, Texas, and New Mexico, owe much of their prominence as agricultural states to grain sorghums, says the United States Department of Agriculture in its 1922 Yearbook. Sorghums are relatively unimportant crops when considered in relation to the principal cereal crops and to cotton and hay, but are of tremendous importance to this section of our country. They are the tilled grain crop in the rotation, and they provide the feed grain and roughage for farm and range livestock and silage for the dairy and beef industries. Grain sorghums are grown primarily for feeding grains and fodders for farm use.

THE HAY SITUATION IN CANADA

Almost no hay is now exported from Canada, says the *Montreal Trade Bulletin*. There was a time when Canada shipped considerable hay into the United States, but today our country takes but very little. The *Trade Bulletin* said, in commenting on the Canadian hay situation: There is a difference of opinion in the trade as to the proportion of last year's crop of hay still in the hands of the growers, but it is estimated by some at 33 per cent, while others believe that 50 per cent of last year's crop is still unsold and that it will need an export trade to work it off. If the United States determines under the proposed tariff act to reduce by 15 per cent, the duty on Canadian hay, that may bring on an export trade.

NEW YORK FEED MANUFACTURERS MEET

The annual meeting of the New York Feed Manufacturers Association was held in Buffalo recently. The following officers were elected: President, E. W. Elmore, Elmore Milling Company, Oneonta; first vice-president, A. M. Cooke, Syracuse Milling Company; second vice-president, C. A. Coddington, Beacon Milling Company, Auburn; treasurer, M. M. Nowak, Nowak Milling Corporation, Buffalo; secretary, Fred E. Pond, Buffalo. The Executive Committee is as follows: E. E. Elmore, chairman, George E. Todd, Maritime Milling Company, Buffalo; Lloyd Hedrick, Ralston-Purina Company, Buffalo; F. C. Gruetker, Clover Leaf Milling Company, Buffalo; James Boyce, Thomas-Boyce Feed Company, Attica.

HAY PRICES DECLINED IN MAY

In its monthly hay review for the month of May, the United States Department of Agriculture shows that contrary to the usual condition, Timothy hay prices during May of this year declined. Statistics show that during the last 10 years Timothy hay prices have averaged highest during May and that only four times during the last 12 years have hay prices been lower in May than in April.

The average price of No. 1 Timothy hay at 10 of the principal markets at the close of May is reported at about 25 cents lower than at the close of April and about \$4 lower than at the close of May last year. Stocks of hay on farms May 1 are estimated by the department at 13,480,000 tons or about 2,500,000 tons more than on May 1, 1922. The percentage of the crop on farms, however, was the same as the 10-year average, it is pointed out.

The usual falling off in demand during the month caused by increased use of pasturage and local forage is reported. Pasturage early in the month were reported as rather backward because of cool weather, but as improved later by warm weather and sufficient moisture throughout most of the Central West. Receipts while not heavy are reported as equal to or slightly in excess of demand at any markets and as having held prices to their relatively low level. Continued moderate loadings are reported at country points.

Movement of new alfalfa has been further delayed by rains in the Southwest and only two cars have been received to date at Kansas City, the review states. Arizona and Oklahoma are reported

as offering new hay for early June shipment or as soon as the weather permits at prices ranging from \$11.50 to \$12.50 per ton f. o. b. loading points. Old Alfalfa prices declined about \$2 during the month with supply and demand light. Prairie prices continued firm on light receipts and a fair consuming demand. New Prairie is not expected in the central western markets until July 1.

HAY SITUATION AT ST. LOUIS

BY S. F. LARRIMORE

The general hay situation in the St. Louis market is a firm one, and there continues a very light movement of hay from Illinois. Most of the hay on the market is of Wisconsin growth, which is meeting with a ready sale at attractive prices, in excess of values obtainable at Chicago and Milwaukee.

There is a large local demand in addition to a heavy reshipping market and all shipments of best grade hay are being readily sold on arrival. There is a particularly good outlet here for Heavy Clover Mixed hay, containing at least 50 per cent Clover, which is selling at attractive prices.

Heavy grass mixed hay is rather dull just at present, although there is a much better demand than for the cheaper lower grades. Hay of a good color, light grass mixed is a good seller, also there is a good demand for good light Clover Mixed.

RECOMMENDS GRAIN MIXTURES FOR FEEDING DAIRY CALVES

Dairy calves in their second week will begin nibbling at grain, if any is available, and by the time they are one month old will often eat a half pound a day. Young calves relish wheat bran, which is often used in grain mixtures at the start. Corn has a desirable effect upon cattle of all ages and is available on most farms. It helps to make up for the fat removed from skim milk. Experiments have shown that cracked corn is better than ground corn for young calves. The United States Department of Agriculture recommends that bran and cracked corn be made the basis of the feed mixture whenever possible. Ground oats is a very good feed, but oats are not so generally grown as corn and usually cost more per unit of feed than corn and bran. The Department recommends any of the following mixtures as suitable for young calves:

1. Three parts cracked corn and 1 part wheat bran.
2. Three parts cracked corn, 1 part wheat bran, and 1 part ground oats.
3. Three parts cracked corn, 1 part wheat bran, 1 part ground oats, and 1 part linseed meal.
4. Five parts cracked corn, 1 part wheat bran, 1 part ground oats, and 1 part blood meal.
5. Oats, ground.

Some time during the third month calves will probably be eating about 3 pounds of grain a day. When the grain is fed with the separated milk it should never be mixed with the milk, and it is questionable whether there is any advantage in soaking or boiling.

FEED PRICE TREND DOWNWARD

Slight declines in prices of the principal feed stuffs during May failed to stimulate trading to any extent and the markets continued slow and draggy, according to the monthly feed review issued by the United States Department of Agriculture recently. Slow trading featured most of the distributing markets as well as the principal shipping markets, the review states.

"Only at Kansas City was trading reported to have been fairly active, more particularly in wheat feeds than in any other feeds," according to the report. Eastern and northern jobbers and mixers were the principal buyers of deferred shipment offerings. The interior demand was light in most sections as a result of satisfactory pasturage conditions and a general sufficiency of supplies in hands of retail dealers.

"With transit shipments and future shipment offerings quoted at substantial concessions from prevailing spot prices the tendency on the part of buyers was to supply only their current needs and with replacement values so much lower than spot prices owners appeared willing to shade their quotations where such action promised to lead to business. The markets were irregular and larger declines probably would have taken place were it not for the fact that receipts were generally light and at no time heavy enough to require distress sales.

"Production of gluten feed was large but because

of the liberal price guaranty offerings were well taken. The output of hominy feed was about equal to the demand and prices held firm. Wheat feeds were easier. Linseed meal was heavy. As a result of increased offerings by mills the price of this feed broke \$4-\$5 per ton during the last week of May. Cottonseed meal and other oil meals were quiet and were offered at slightly lower prices.

"At the close there was considerable difference of opinion relative to the future trend of the market. Most of the important traders appeared inclined to confine their activities to the nearby deliveries until such time the factors controlling the future trend develop to a more definite point to enable them to take a firm position either way. Operators as yet have not shown much inclination to assume risks at present prices."

BARLEY AS FEED

Barley is being used more and more for the feeding of livestock on farms where it is grown and is being grown largely for feed outside of regions where corn and oats do well. Barley production suffered when the Eighteenth Amendment went into effect in July 1921, but since farmers have found that it is a good feed for cattle it is growing in importance. Barley is considered by authorities about 90 to 95 per cent as valuable as corn for fattening livestock. It should not be the only grain in a heavy ration for young pigs, as the hulls irritate the digestive system.

Because of more general recognition of the value of barley as a livestock feed, and because of its yielding ability and adaptation to some regions where other grains do not do well, barley is being grown on more farms and over a wider area in the United States than formerly, and less extensively in special areas.

ALFALFA SHIPMENTS FROM IDAHO BLOCKED

An injunction is being sought by the State of Washington against the Oregon-Washington Railway & Navigation Company for restraining the company from shipping Alfalfa hay into the state from that part of Idaho south of Idaho County which was made a quarantined district by authorities of Washington in 1921 due to the prevalence of the Alfalfa weevil.

Both Oregon and Washington have refused to allow Idaho hay to move through these states when going from southern Idaho to the northern part of the state and in consequence of this there has been a shortage of hay in north Idaho and a surplus in the southern part which cannot be moved. Several months ago the attorney general held that the quarantine established by the State of Washington was virtually an embargo.

With the filing of this suit by the State of Washington the problem may be solved.

HAY STEADY IN NEW YORK

BY C. K. TRAFTON

Broadly speaking, conditions in the hay market were largely unsatisfactory this month to virtually everyone concerned. It was plainly evident that the general expressions of dissatisfaction were largely traceable to the uncommon dullness prevailing, which was probably attributed principally to the insignificant receipts and particularly of good to choice grades of Timothy or Light Clover Mixed. Consequently buyers as a rule were manifesting great surprise and dissatisfaction partly because they had been counting on materially heavier arrivals which would, in their opinion, lead to lower costs. Much to their astonishment and chagrin the shipments from the interior have been uncommonly light, suggesting to nearly all dealers that farmers and country shippers were greatly dissatisfied with the so-called low bids. According to many reports received from the interior, farmers have been making insignificant deliveries to country stations, not only because they were extra busy with spring work but also because they had felt much provoked because of recent bitter experiences. As stated in former reviews the sums received for common or poor grades and notably of Heavy Clover Mixed were often barely equal to transportation and other charges. Therefore it was not considered strange that they had been inclined to make as few shipments as possible. In a broad sense this was considered a good thing largely because it permitted a general "cleaning up," or in other words the getting rid of a surplus of burdensome trash that was hanging over the market like a wet blanket.

Afterwards there was a slightly steadier or more healthy feeling which was largely ascribed to the larger attendance of buyers in the market. It was the consensus of opinion that many jobbers and consumers had been holding out of the market stubbornly for too long a time and hence had permitted their stocks to run down to a low level, being actuated by influences previously mentioned. Seemingly they had held off dangerously long and therefore were compelled to buy on a larger scale which caused a small reaction, prices having re-

covered part of the loss. This was particularly noticeable in the instance of superior grades of Timothy or Light Clover Mixed and notably in the borough of Brooklyn, where supplies had become inadequate. Doubtless this was partly attributable to the fact that a large percentage of hay received came via river boats or New York Central, therefore some of the best lots commanded a premium about \$1 per ton in Brooklyn as compared with other terminals. Because there were almost no offerings of No. 1, numerous buyers were compelled to give more attention to No. 2 or choice No. 3.

In a broad sense many members of the trade, especially buyers, were disappointed by the action of the market as they felt confident that receipts would be materially larger, partly because of the conviction that the weather had been favorable for a good crop, having been comparatively cool with abundant rains early in the spring with ample sunshine thereafter, and consequently they do not hesitate to predict larger receipts next month or as soon as harvesting has begun. Demand for straw has been light, and with receipts slightly larger prices weakened.

NEW SCREENINGS REGULATIONS

Acting on the recommendation of the Advisory Board under the Feeding Stuffs Act, an arrangement in the interests of livestock feeders has been made whereby grain inspectors' certificates covering shipments of screenings from the terminal elevators at the head of the lakes will serve more adequately to classify this material according to its general character and utility value, says George H. Clark, Canadian Seed Commissioner, in a recent issue of *Grain Trade News*.

At the instance of the board of Grain Commissioners a conference was recently held at Fort William, at which representatives of all sections of the grain trade, members of the Grain Inspection Department, and officials responsible for the enforcement of the Feeding Stuffs Act were present to discuss the general practices employed in the handling and disposal of grain screenings.

Concurrently with this discussion the Grain Commissioners, acting as a board of hearing, received evidence in support of a complaint by a Fort William feed manufacturing firm regarding the quality of screenings supplied them by a local elevator. From this evidence it developed that for the protection of holders of warehouse receipts for grain, inspection of all materials removed from the terminal elevators was required, but the designation "elevator screenings" on grain inspectors' certificates had been regarded only as a permit to remove from the elevator waste material cleaned from the grain, and was not intended to designate any specific grade or quality of material.

The Canada Grain Act does not provide for the grading of screenings; but at the request of the Advisory Board under the Feeding Stuffs Act a classification was made some two years ago for "Standard Recleaned Screenings," since which time, on request of the shipper, a certificate bearing this designation has been issued by the grain inspectors covering shipments found to contain not more than 3 per cent of fine weed seeds, and it has been reliably ascertained that screenings so graded rarely contained in excess of 1 per cent of the objectionable mustards.

Many thousand tons of Standard Recleaned Screenings have been sold for feed purposes during the past years, and thus far no injurious effects to the health of livestock, resulting from their use, have been reported. Standard Recleaned Screenings from the 1922 wheat crop have been found to contain on the average about 48 per cent of broken and shrunken wheat and 41 per cent of wild buckwheat. The composition will naturally vary with the season and source of origin. Recleaned screenings from wheat grown in northeastern Saskatchewan and Manitoba will normally contain a higher percentage of wild buckwheat and a lower percentage of broken and shrunken wheat than will screenings from wheat grown in the drier areas where wild buckwheat does not thrive so well. Wild buckwheat approximates cultivated buckwheat in feeding value; but its black seed coat imparts a dark appearance to ground screenings, for which reason feeders at first are apt to object to it.

Standard Recleaned Screenings should never be fed to young pigs or calves, but have proven to be a satisfactory and comparatively inexpensive feed for mature stock, particularly pigs, which, however, will promptly refuse to eat it if the mustard seed content is more than about 1 per cent. This material ought always to be very finely ground, but none of the ordinary steel plate choppers are capable of crushing all of the fine weed seeds, which almost invariably are present in small proportions.

In additions to Standard Recleaned Screenings there is separated at the terminal elevators another screenings product which possesses reasonable uniformity in composition and a feeding value comparable with that of No. 2 feed oats. This product is composed chiefly of wild oats, with a small percentage of cultivated oats, wheat, and other coarse grains, is practically free from fine weed seeds,

and is shipped out under the grain inspector's certificate as "Oats Scalpings."

Of the several classes of elevator screenings, Standard Recleaned Screenings and Oats Scalpings only have been given a commercial status insuring uniformity to the purchaser. When placing orders, therefore, purchasers should always specify Standard Recleaned Screenings or Oats Scalpings, as the case may be; otherwise they are apt to be supplied with material which in general appearance resembles Standard Recleaned Screenings, but which actually contains an excess of the fine, black weed seeds, and for which the grain inspector's certificate bears the designation "Elevator Screenings."

NEW FEED BRANDS

"EARLY BIRD" poultry feed. The Quaker Oats Company, Chicago, Ill. Filed January 2, 1923. Serial No. 174,106. Published May 15, 1923.

"COLONIAL" dairy feed. The Albert Dickinson Company, Chicago, Ill. Filed January 25, 1923. Serial No. 175,074. Published June 5, 1923.

"PINE TREE" poultry feed. The Albert Dickinson Company, Chicago, Ill. Filed January 25, 1923. Serial No. 175,073. Published June 5, 1923.

"BIG EGG" poultry feed. The Quaker Oats Company, Chicago, Ill. Filed January 22, 1923. Serial No. 174,921. Published June 5, 1923.

"HOOSIER" scratch feed for poultry. Lawrenceburg Roller Mills Company, Lawrenceburg, Ind. Filed January 8, 1923. Serial No. 174,314. Published June 5, 1923.

"GOLDEN SWEET" stock feed. The Quaker Oats Company, Chicago, Ill. Filed January 2, 1923. Serial No. 174,105. Published June 5, 1923.

"GREEN CROSS" horse feed. The Quaker Oats Company, Chicago, Ill. Filed January 2, 1923. Serial No. 174,103. Published June 5, 1923.

"HORSE POWER" horse feed. The Quaker Oats Company, Chicago, Ill. Filed January 2, 1923. Serial No. 174,104. Published June 5, 1923.

"MOGUL" mixed stock feed. The Quaker Oats Company, Chicago, Ill. Filed January 2, 1923. Serial No. 174,101. Published June 5, 1923.

"SUCRENE BUTTERMILK EGG MASH" egg mash. American Milling Company, Peoria, Ill. Filed December 5, 1922. Serial No. 172,925. Published June 5, 1923.

"SUCRENE BUTTERMILK CHICK MASH" chick mash. American Milling Company, Peoria, Ill. Filed December 5, 1922. Serial No. 172,926. Published June 5, 1923.

"JUST RITE" poultry feed. Black Bros. Flour Mills, Beatrice, Neb. Filed December 1, 1922. Serial No. 172,792. Published June 5, 1923.

"GOLDEN HARVEST" foods and feed for poultry, livestock and cattle. I. Isaac Irwin, doing business as Irwin & Co., San Diego, Calif. Filed October 17, 1922. Serial No. 170,821. Published June 5, 1923.

"BAT-LAX" stock and poultry feed. United Alfalfa Company, Omaha, Neb. Filed April 22, 1922. Serial No. 162,783. Published June 5, 1923.

Stock and poultry feed. United Alfalfa Company, Omaha, Neb. Filed April 22, 1922. Serial No. 162,784. Published June 5, 1923.

"BEATSALL" dairy feed and rations. Kasco Mills, Inc., Waverly, N. Y. Filed February 4, 1922. Serial No. 158,872. Published June 5, 1923.

Labels Registered

26,058.—Title: Marvel Hog Chops. (For Cereal Products.) Charles O. Sandefur, doing business as Sandefur's Cereal Mill, Owensboro, Ky. Published April 21, 1923. Registered June 5, 1923.

26,059.—Title: Marvel Scratch Feed. (For Cereal Products.) Charles O. Sandefur, doing business as Sandefur's Cereal Mill, Owensboro, Ky. Published April 21, 1923. Registered June 5, 1923.

26,060.—Title: Marvel Chick Feed. (For Cereal

Products.) Charles O. Sandefur, doing business as Sandefur's Cereal Mill, Owensboro, Ky. Published April 21, 1923. Registered June 5, 1923.

Prints Registered

6,752.—Title: The Park & Pollard Company Lay or Bust Poultry Feeds. (For Poultry Feeds.) The Park & Pollard Company, Boston, Mass. Published April 6, 1923. Registered June 5, 1923.

The capital stock of the Marine Fertilizer & Feed Company of Gulfport, Miss., has been increased from \$50,000 to \$100,000.

A new building is to be erected for the Azusa Feed & Fuel Company of Azusa, Calif., in which it will conduct its business.

The old Wabash Freight Depot at Mexico, Mo., has been bought by the Sanford Bros. who will conduct their feed business from there.

A new feed store is to be opened at Abingdon, Ill., by E. L. Kelly of the Kelly Feed Store of Galesburg, Ill. Mr. Sampson will be manager.

The Van Hoose Adams Company of Ashland, Ky., has increased its capital stock to \$200,000, and will erect two buildings for corn and feed mill.

R. W. and S. Wilkinson's interests in the Kankakee Ice, Feed & Fuel Company at Kankakee, Ill., have been bought by Thos. Foley, who is now sole owner.

Poultry and stock feed is to be manufactured at Windsor, Ill., by O. J. Swain, who has leased a building there for that purpose. He will erect an addition to it.

The Crescent Mills at Bellingham, Wash., have been leased by Seiple & Brooks. They will do feed grinding as well as act as distributors for Balfour, Guthrie & Co.

E. J. Derry established and is now operating at Menlo Park, Calif., the Menlo Feed & Produce Company. The firm handles a complete line of hay, grain, feeds, etc.

Capitalized at \$50,000, the Knoxboro Alfalfa Corporation has been incorporated at Augusta, N. Y. Adolph F. Feitz, Frank G. Feitz and William J. Feitz are the directors.

The business at Sierra Madre, Calif., conducted by Andrew Olsen as the Sierra Madre Feed & Fuel Business was bought by R. J. Walsworth recently. It includes the business and warehouse.

Jack Robinson is succeeded as Ohio representative for the J. J. Badenoch Company, mixed feed manufacturers of Chicago, Ill., by George S. Mann, who has represented the company in other territories.

Capitalized at \$30,000, the Portage Flour & Feed Company has been incorporated at Akron, Ohio. The incorporators are A. A. Griffa, Pearl T. Griffa, George L. Hermann, Mary A. Hermann and L. J. Oswald.

The business of the Newark Feed Company of Newark, Ohio, has been bought from Ella Bingham by Davis, Overturf & Babcock, the members of which are J. W. Davis, T. W. Babcock and R. D. Babcock and N. H. Overturf.

The Lilly Feed Company has been incorporated at Birmingham, Ala., to conduct a feed manufacturing and selling business. Its capital stock is \$5,000. C. C. Wade is president; J. A. Blalock, is vice-president; and N. Wade, secretary and treasurer.

The business and plant of Alfred Weston & Co., a pioneer Kansas City distributor of grain, feed, hay and flour, have been bought by the Southard Feed & Milling Company. The Southard concern is a large manufacturer of poultry and dairy feeds. Alfred Weston & Co., was established by Alfred Weston 30 years ago.



TRANSPORTATION

MORE SHIPS FOR VANCOUVER

The Canadian Government merchant marine will transfer a number of its largest ships to the route from Vancouver to the United Kingdom to carry grain. Beginning October 1 from four to six of the 8,100-ton ships of the Government fleet will be put on this route and will, thereafter, maintain a monthly service. The grain exporting business has had to depend heretofore on casual carriers which could be chartered, and ships were not always available.

RATES AID CANADIAN MILLERS

As a result of representations made by Ontario and Quebec millers that they were handicapped in grinding wheat for export, a reduction has been made in freight rates of 2½ cents a hundred on flour ground from ex-lake wheat for export going to Montreal, Portland and St. John. The millers said they had to pay the difference in freight rates between wheat and flour of over five cents a hundred, whereas the millers of the West could ship flour to the seaboard at only one cent extra, and the millers in some parts of the United States could import Manitoba wheat to their mills and the product for export at a difference in freight of only 8.3 per cent.

IDAHO RATES CUT

Widening the market of wheat growers of southern Idaho for their crops, the Union Pacific System last week put into effect rates on grain and grain products between that territory and Portland and Seattle. The present haul charges are cut from 1 to 3 cents per bushel. The new tariff will better enable millers and flour and wheat exporters at coast terminals to draw upon the wheat-growing districts of southern Idaho and thus enlarges the source of supplies of the Pacific Northwest. A large volume of wheat has moved in from southern Idaho to coast points this past season and it is anticipated that the new rate will result in moving record-breaking wheat tonnage to the coast for milling, export and local consumption this coming season.

RECORD CAR LOADINGS

The railroads loaded 1,014,029 cars of revenue freight in the week ended May 26, according to the weekly report of the car service division of the American Railway Association. This loading was exceeded only twice before in the history of the railroads—in the week ended October 13, 1920, when 1,018,539 cars were loaded, and in the week ended October 27, 1922, when 1,014,480 cars were loaded. The figure for the week ended October 13, 1920, is the highest to date in the history of the roads but if estimates are borne out it will soon be exceeded. Never before in the history of the roads has loading been so heavy before the fall peak and the loading for the week ended May 26 again established a record for the period of the year involved.

RAILROAD EQUIPMENT IN GOOD SHAPE

The railroads from May 1 to May 15 installed 5,633 new cars and 308 new locomotives, according to reports filed with the car service division of the American Railway Association. This brought the total number of new freight cars installed since January 1 to 55,784, while a total of 1,536 new locomotives have been placed in service during the same period.

New freight cars on order on May 15 totaled 113,639. Of that number, box cars totaled 48,569; refrigerator cars, 14,228; coal cars, 45,742, and stock cars, 1,925. During the first 15 days in May, the carriers placed orders calling for the delivery of 147 new locomotives, which brought the total number on order on May 15 to 2,103.

The railroads of the United States on May 15 not only had more serviceable locomotives than ever before since the Car Service Division began the compilation of its locomotive records in August, 1920, but there were also fewer locomotives in need of repair than ever before during the same period. Serviceable locomotives on May 15 totaled 50,587, an increase of 328 over the total number on May 1 this year, which had previously marked the peak. During the semi-monthly period from May 1 to May 15, a total of 16,904 locomotives were repaired and turned out of the shops. This was an increase of 485 over the number repaired during the last half of April. Reports filed by the carriers also showed that on May 15, there were 1,376 serviceable locomotives in storage and available for use when traffic conditions warrant. This was an increase of 50 locomotives over the number in storage on May 1.

Freight cars in need of repairs total 210,243 or 9.3 per cent of the total on line, as of May 15, a

decrease of 262 cars under May 1, according to the semi-monthly report of the car service division of the A. R. A. The percentage, however, was 9.2 per cent on May 1. The actual decrease in the number of cars in bad order as of May 15 but the increase in percentage over May 1, was explained as follows by the division:

This increase in the percentage on May 15 in the face of a reduction in the number of cars actually in need of repair was due to the fact that on the later date there were approximately 24,000 fewer freight cars on the lines of the Class One railroads of this country, than there were at the beginning of this month. This was due to an increase in the number of freight cars not only on Canadian lines but also on other than Class One railroads of the United States.

B. & O. BRANCH ABANDONMENT

The Baltimore & Ohio has applied to the Interstate Commerce Commission for authority to abandon part of its Millersburg branch, extending from Lodi, Ohio, to Millersburg, Ohio, with a main track mileage of 36.439 miles. The company proposes to abandon that part of the branch from a point near South Wooster to Millersburg, embracing 16.818 miles of main track and less than a mile of side track and industrial sidings. The company said the earnings of the part of the branch to be abandoned did not justify continuance of operation. The road has also applied to the Commission for authority to abandon its Bedford branch from Riverdale to Bedford, Ind., a total distance of 11.703 miles. It proposes to sell the part of the branch in Bedford to the C. I. & L.

TO PREVENT WASTE IN TRANSPORTATION

The Department of Commerce issued a call for a conference of carriers, shippers and others to be held June 13, to discuss the problem of reducing waste in transportation. Two ways of reducing waste are suggested: Heavier loading; and improved packing methods. The Department says:

This conference is to be called by the division of simplified practice at the request of the two branches of the American Railway Association for the purpose of presenting to shippers and representative business organizations the A. R. A. recommendations regarding these two phases of waste reduction and for the purpose of acquainting shipping organizations throughout the country of the mediums of co-operation being set up by the American Railway Association and the Department of Commerce, in order to most effectively bring about the greatest transportation efficiency and results. It is hoped that out of this conference will come a definite plan of co-operative action which the Department of Commerce can endorse and support as in the public interest and which will result in a nation-wide support of a constructive economic program in co-operation with the American Railway Association, its regional advisory boards of shippers and trade organizations.

ATLANTIC GRAIN RATES LOWER

The downward trend of ship charter rates continued last week, with evidence that they were close to the bedrock figures recorded last January. When this level is reached vessels will again leave North Atlantic ports in ballast until cargo is offered at better figures. Berth rates on regular steamers were lower on grain, but were held at higher levels than on full cargoes. Definite business for ship charterers was slack, with the result that firm offers were accepted quickly without quibbling over rates. Meanwhile shippers were exacting more favorable terms and were frequently successful in obtaining lower quotations.

Only two grain charters were reported, with little demand for additional space. Several inquiries were noted at 16 to 17 cents a 100 pounds for spot loading to Italy from Atlantic Ports, and at 19 cents from Montreal. There was some demand for Atlantic ports to Sweden and Denmark at 18 cents for June loading, but otherwise the market was bare of orders. The same lack of activity characterized the sugar, lumber and time charter markets.

A feed and flour business has been opened at Russell, Kan. by George Bradshaw.

A new feed and flour business has been opened at Paragould, Ark., by S. L. Lynn & Co.

Capitalized at \$50,000, the Union Feed Company was recently incorporated at San Luis Obispo, Calif.

Feed milling machinery is being installed by the Lookout Milling & Grain Company of Chattanooga, Okla.

A feed and coal business has been started at Vernon, Texas, by Walter L. Ferguson and Morgan Lindsey.

A feed mill has been installed by the Acme Grain Company of Chokio, Minn., with A. J. Clark as manager.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at the leading terminal markets in the United States for May:

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	1,429,820	467,526	1,994,435	457,350
Corn, bus....	131,436	1,899,751	466,179	3,058,724
Oats, bus....	89,317	580,106	273,842	338,128
Barley, bus..	16,672	256,571	46,580	120,317
Rye, bus....	454,194	1,573,287	2,286,323	2,254,895
Malt, bus....	25,936	26,801	2,287	6,445
Millfeed, tons	1,554	1,333	.....	.....
Straw, tons..	90	53	.....	.....
Hay, tons....	1,730	1,465	.....	.....
Flour, bbls..	117,306	83,828	70,016	27,459

CAIRO—Reported by M. C. Culp, chief grain inspector and weighmaster of the Board of Trade:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	80,683	.....	69,296	.....
Corn, bus....	80,721	52,304	53,428	53,961
Oats, bus....	1,826,268	1,136,772	1,919,610	1,751,035

CHICAGO—Reported by James J. Fones, secretary of the Board of Trade:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	1,320,000	9,414,000	1,132,000	3,002,000
Corn, bus....	2,844,000	9,679,000	8,969,000	6,350,000
Oats, bus....	4,744,000	6,832,000	5,107,000	8,267,000
Barley, bus..	502,000	557,000	334,000	323,000
Rye, bus....	153,000	607,000	316,000	476,000
Timothy Seed, lbs.	398,000	1,263,000	1,394,000	2,665,000
Clover Seed, lbs.	350,000	279,000	223,000	681,000
Other Grass Seed, lbs. .	593,000	1,054,000	829,000	1,236,000
Flax Seed, bus.	50,000	102,000	21,000	.....
Hay, tons....	15,363	12,074	3,048	939
Flour, bbls..	841,000	845,000	615,000	769,000

CINCINNATI—Reported by D. J. Schuh, executive secretary of the Cincinnati Grain & Hay Exchange:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	267,600	228,000	217,200	212,400
Corn, bus....	338,400	308,400	241,200	340,800
Oats, bus....	376,000	370,000	220,000	134,000
Barley, bus..	5,200	1,300	.....	.....
Rye, bus....	7,200	18,000	1,200	19,200

DULUTH-SUPERIOR—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	3,074,582	2,757,851	8,748,690	6,222,340
Corn, bus....	2,989	905,682	286,492	6,090,824
Oats, bus....	36,878	867,915	8,026	3,169,704
Barley, bus..	146,142	361,903	308,696	744,784
Rye, bus....	1,201,113	1,979,038	3,306,510	5,320,358
Flax Seed, bus.	238,008	166,818	155,355	213,587
Flour, bbls..	390,445	502,460	473,745	593,360

FORT WILLIAM, ONT.—Reported by E. A. Ursell, statistician of the Board of Grain Commissioners:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	10,561,350	11,684,365	27,657,607	18,345,759
Corn, bus....	.....	44,027	.....	4,631
Oats, bus....	3,396,987	5,266,193	4,654,470	7,909,457
Barley, bus..	946,034	1,271,442	1,175,089	2,011,277
Rye, bus....	593,209	351,898	348,066	423,789
Flax Seed, bus.	122,026	223,022	218,373	512,622
Mixed Grain, lbs.	4,979,250	2,318,155	3,521,269	2,095,715

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	205,000	176,800	82,000	29,900
Corn, bus....	1,620,000	1,043,000	716,000	516,600
Oats, bus....	1,020,000	1,020,000	992,000	578,000
Rye, bus....	13,000	25,200	17,000	15,400
Flour, bbls. mfg.	31,338	32,166	.....	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	3,091,500	5,351,400	3,057,750	7,442,550
Corn, bus....	1,161,250	1,765,000	763,650	841,250
Oats, bus....	622,200	399,500	582,000	552,000
Barley, bus..	16,500	111,000	17,200	92,300
Rye, bus....	39,600	15,400	17,600	18,700
Kaffir Corn, bus.	75,900	199,100	138,000	292,000
Hay, tons....	11,580	15,480	4,056	4,224
Flour, bbls..	63,700	59,150	429,325	411,125

LOS ANGELES—Reported by M. D. Thiebaud, secretary of the Grain Exchange:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, car-loads	279	252	.....	.....
Corn, bus....	116	125	.....	.....
Oats, car-loads	11	6	.....	.....
Barley, car-loads	119	105	.....	.....
Rye, carloads ....	.....	1	.....	.....
Kaffir Corn, bus.	1	18	.....	.....
Flour, car-loads	193	144	.....	.....

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	194,600	114,775	260,070	225,085
Corn, bus....	270,520	3,021,610	1,030,339	3,397,798
Oats, bus....	1,135,200	2,661,045	1,524,944	2,351,456
Barley, bus..	502,400	859,960	247,806	570,340
Rye, bus....	77,825	260,455	207,610	399,388
Timothy Seed, lbs.	472,882	425,762	1,327,173	814,534
Clover Seed, lbs.	111,380	193,545	578,953	1,015,723
Flax Seed, bus.	45,860	10,010	51,762	15,647
Hay, tons....	1,476	2,256	636	1,128
Flour, bbls..	59,470	153,800	63,625	42,720

PORTLAND, ME.—Reported by Howard H. Waldron, traffic manager of the Chamber of Commerce:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	359,620	.....
Corn, bus....	14,695	23,118
Rye, bus....	177,260	.....

MINNEAPOLIS—Reported by G. W. Maschke, statistician of the Chamber of Commerce:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	5,207,720	5,525,800	2,906,370	2,445,400
Corn, bus....	373,130	1,350,860	293,170	1,438,210
Oats, bus....	721,600	1,965,410	3,195,790	4,606,180
Barley, bus..	618,000	904,880	731,850	1,377,250
Rye, bus.....	400,000	250,000	108,440	628,700
Flax Seed, bus.	400,760	294,720	29,510	460,000
Hay, tons....	1,750	1,620	142	612
Flour, bbls..	96,128	81,420	1,121,126	1,139,593

MONTREAL—Reported by J. Stanley Cook, secretary of the Board of Trade:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	12,675,877	9,205,013	6,344,846	3,860,230
Corn, bus....	1,307,164	4,563,672	226,598	1,806,545
Oats, bus....	2,313,351	3,478,998	840,917	1,378,182
Barley, bus..	612,895	1,363,714	214,951	590,296
Rye, bus....	412,611	803,015	334,286	343,199
Flax Seed, bus.	27,224	86,361	.....	.....
Hay, bales....	167,732	31,851	55,365	3,972
Flour, bbls..	456,909	187,051	576,886	420,985

NEW ORLEANS—Reported by Geo. S. Colby, chief grain inspector and weighmaster of the Board of Trade, Ltd.:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	1,065,699	929,244
Corn, bus....	644,778	2,110,925
Oats, bus....	36,915	33,130
Barley, bus..	11,350
Rye, bus....	317,142	188,571

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	6,552,000	6,064,300	6,283,000	4,479,000
Corn, bus....	529,500	2,315,600	1,136,000	1,997,000
Oats, bus....	722,000	7,039,500	1,022,000	4,318,000
Barley, bus..	366,900	959,900	648,000	599,000
Rye, bus....	499,500	1,541,200	1,085,000	1,622,000
Timothy Seed, lbs. ....	.....	.....	275	.....
Clover Seed, lbs.	5,600	1,350	1,254	.....
Flax Seed, bus.	2,240,000	.....	.....	.....
Hay, tons....	7,007	9,107	5,750	.....
Flour, bbls..	740,057	691,234	794,000	634,000

OMAHA—Reported by F. P. Manchester, secretary of the Omaha Grain Exchange:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	936,600	2,382,800	1,387,400	3,507,000
Corn, bus....	1,264,200	3,236,000	1,201,200	3,133,200
Oats, bus....	636,000	1,092,000	1,442,000	1,194,000
Barley, bus..	12,800	72,000	24,000	83,200
Rye, bus....	35,000	169,400	148,400	961,800

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	64,800	80,725	39,900	91,200
Corn, bus....	1,066,300	1,728,800	498,300	766,650
Oats, bus....	787,000	1,553,150	817,350	1,510,700
Barley, bus..	32,200	28,000	23,800	21,600
Rye, bus....	8,400	15,600	7,000	21,000
Mill Feed, tons	19,200	10,320	22,260	17,376
Hay, tons....	2,340	1,540	280	740
Flour, bbls..	154,700	183,800	146,200	191,000

PHILADELPHIA—Reported by Ambrose B. Clemmer, secretary of the Commercial Exchange:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	1,494,149	2,257,494	2,148,799	1,982,741
Corn, bus....	384,785	1,048,730	177,143	909,330
Oats, bus....	445,263	342,824	240,000	59,925
Barley, bus..	1,398	23,386	.....	.....
Rye, bus....	8,482	54,690	83,070	56,332
Flour, bbls..	174,261	174,836	63,434	32,094

SAN FRANCISCO—Reported by H. C. Bunker, chief inspector of the Chamber of Commerce:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, tons..	3,623	1,712	.....	.....
Corn, tons....	2,009	.....	.....	.....
Oats, tons....	302	1,505	.....	.....
Barley, tons..	11,063	17,676	.....	.....
Bran, tons....	387	372	.....	.....
Beans, sacks.	49,962	68,909	.....	.....
Hay, tons....	4,137	4,432	.....	.....

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants' Exchange:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	2,211,625	2,558,400	2,325,645	2,284,320
Corn, bus....	1,617,370	2,870,352	1,085,025	2,148,575
Barley, bus..	28,800	56,000	18,030	14,490
Oats, bus....	2,534,000	2,603,625	2,142,960	1,950,260
Rye, bus....	238,700	176,000	360,000	17,140
Kaffir Corn, bus.	20,400	46,800	1,090	19,050
Hay, tons....	12,694	8,006	5,785	3,625
Flour, bbls..	394,370	348,210	482,820	444,140

SUPERIOR—Reported by E. W. Fiedler, chairman of Wisconsin Grain and Warehouse Commission:

	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	1,987,588	1,403,590	4,948,572	3,248,031
Corn, bus....	4,017	368,268	1,509	2,119,365
Oats, bus....	10,526	655,585	4,289	2,106,306
Barley, bus..	44,118	351,198	109,850	722,419
Rye, bus....	775,598	1,497,776	2,582,000	3,237,984
Bonded Wheat, bus.	87,896	91,173	232,219	105,800
Bonded Oats, bus.	31,575	.....	.....	.....
Bonded Rye, bus.	20,052	.....	.....	.....
Bonded Barley, bus....	101,461	29,008	.....	.....
Flax Seed, bus.	99,918	68,852	46,308	51,145

A large well equipped warehouse has been completed at Santa Barbara, Calif., by the Henry Fish Seed Company, Inc., which has transferred its headquarters to that town. They will continue to operate their house at Carpinteria, Calif.

THE grain markets at Antwerp, Belgium were very active during the first 10 months of 1922, and imports were larger than in 1921. About one million more tons of corn were imported than in 1921. Prices in 1922, with the exception of those for barley, were from 20 to 25 per cent higher than those of 1921.

FIELD SEEDS

IDAHO FARMERS BUY SMALL SEEDS

Idaho farmers have bought 12 carloads of small seeds, sufficient to sow 30,000 acres, reports Dean E. J. Iddings of the University of Idaho, who has been assembling statistics on this phase of Idaho farming. The seed was principally Alfalfa and Sweet Clover.

TO STUDY GERMINATORS AND METHODS

A study is to be made by A. H. Larsen, seed analyst in charge of the seed laboratory of Minnesota, under the supervision of the Research Committee of the Official Seed Analysts Association, of the various germination chambers and other similar apparatus now upon the market, and offered to seed analysts and others who are equipping laboratories. Mr. Larsen will also study various types of apparatus and special methods used by some analysts in testing certain kinds of seeds.

It has been shown that approximately the same results were secured by various analysts using rather widely different methods and apparatus. The conclusion reached is that moisture relations, light conditions for some seeds, and temperature variations are the important factors and not necessarily the type of germination chamber used.

NEW SEED TRADEMARKS

The following new seed trademark was published in a recent issue of the *Official Gazette* of the United States Patent Office: "Monumental Brand" field



seeds comprising Clover, grasses, vetch, millet, Timothy, lespedeza, rape, fescue, also vegetable seed and flower seed. The J. Bolgiano Seed Company, Baltimore, Md. Filed December 4, 1922. Serial No. 172,859.

AMERICAN SEED TRADE ASSOCIATION TO MEET

The American Seed Trade Association will hold its forty-first annual convention at Hotel Traymore, Atlantic City, N. J., June 27-29. Among the papers to be read are: "The European Corn Borer," by Dr. Arthur W. Gilbert, Commission of Agriculture, Boston, Mass.; "Agricultural and Horticultural Importance of the South," by H. G. Hastings, Atlanta, Ga.; "The Dietetic Garden and Some Little Known Vegetables of Merit for Special Diets," by Dr. W. A. Orton, Washington, D. C.; "The Distribution of Disease-Resistant Varieties and Disinfected Seeds by the Seed Trade," by Dr. W. A. Orton, Washington; "Quality and Price," by L. W. Wheeler, Gilroy, Calif.; "Curious Facts I Have Gleaned in the Seed Business," Secretary G. E. Kendel of Cleveland. The meeting promises to be unusually interesting and valuable to seedsmen, and a large attendance is expected.

BRIEF HISTORY OF PURPLE VETCH

The first authentic record of Purple Vetch in this country is found in the records of the Office of Foreign Seed and Plant Introduction of the Bureau of Plant Industry, Department of Agriculture, showing a shipment received in November, 1899 from near Naples, Italy. There is no record showing the disposition of this seed, but two other shipments, received within a year were used in experimental trials at Berkeley, Calif., and Tucson, Ariz.

A number of other experimental plantings were made from time to time, from other foreign importations of the seed, notably at Chico, Calif., and in the Willamette Valley in Oregon. The tests in California were made in co-operation with a number of orchardists, to determine the relative value of Purple Vetch for green manuring purposes, and its superior possibilities were clearly shown.

The Oregon experiments were undertaken with a view to establishing a commercial seed supply. The experiments proved very successful, but since there was at that time no standard market for the seed, it was hard to interest growers in it, and practically no surplus was produced. Gradually, however, as its advantages became known and appreciated and finally in 1919 the California Fruit Grow-

ers' Exchange decided to encourage production by means of contract growing, and growers in Humboldt County, Calif., and in the Oregon district entered into contracts with that organization. Since then the crop in being grown largely under contract. In 1921 about 1,000,000 pounds of Purple Vetch seed were produced in northwestern California and about 125,000 pounds in western Oregon.

IDAHO SEED SHIPMENTS

During the last 10 months 394 cars of field seeds, valued at \$1,500,000 were shipped from the State of Idaho, according to report issued by Mark Means, state commissioner of agriculture. The approximate value of each car was \$5,600. The shipments were as follows: 54 of Alsike; 190, Red Clover; 90 American Alfalfa; 60 Grimm Alfalfa. The Commissioner in commenting on his report said: "The significant feature of the report, which is tabulated to show the prevailing prices for the seeds in the period covered, is that farmers who held their seed until this spring lost anywhere from two to four cents a pound on their crops."

WEATHER AND CROP REPORTS SATISFACTORY

In a recent letter, Southworth & Co., of Toledo, Ohio, say: "Clover seed ruled firm during the week with trade light. There was some short covering and fresh investment demand on breaks. Weather and crop reports from the leading Clover states are favorable.

"Present prices for Clover are low compared with the extreme prices ruling during the war, but are high compared with pre-war years. Much of the acreage was sacrificed to grain crops during the war. In pre-war years only twice did October sell above \$12, in 1911 and 1912. Following the war October reached extreme price of \$35.72½ in 1919. During the war high on October ranged from \$11.20 to \$24. Last year it covered a range of \$8.87½ to \$12.80, the extreme high being made in October and low in August. The range this year has been from \$10.50 to \$12.30.

"Both Alsike and Timothy also ruled firm, with trade light."

IMPORTS OF FORAGE SEEDS

The Seed Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds permitted entry into the United States under the Seed Importation Act.

Kind of Seed	May 1-15, 1923	July 1, 1922- May 15, 1923
	Pounds	Pounds
Alfalfa .....	.....	8,161,400
Canada bluegrass	30,200	779,700
Alsike clover	30,000	5,566,100
Crimson clover	121,000	2,148,300
Red clover	3,100	447,900
White clover	16,200	428,500
Broom-corn millet	407,500	4,827,100
Foxtail millet .....	.....	65,300
Orchard grass .....	.....	768,000
Rape	22,700	6,384,100
Redtop .....	.....	11,400
English ryegrass	27,400	1,659,800
Italian ryegrass	33,500	837,100
Hairy vetch	56,000	1,507,304
Spring vetch	66,500	1,684,500

LOSSES FROM LACK OF PROPER SEED WHEAT

The farmers of the United States, particularly those of the great grain belt of the Middle West and Southwest are losing millions of dollars each year because of the lack of proper seed wheat or through the cultivation of poor quality. The remedy for this loss, which is appalling, is close at hand and can be applied by every energetic and progressive wheat grower.

The foregoing, in substance, is part of a statement just issued by H. M. Bainer, Director of the Southwestern Wheat Improvement Association, upon his return from an extensive trip through a large portion of the wheat belt.

"I was surprised," Mr. Bainer said, "at the enormous wheat acreage sown with undesirable and badly mixed seed. In some localities we found rye mixtures in 50 per cent or more of the fields, and in other sections fields showed lack of purity, some revealing mixed varieties of Hard wheat, and in some there were mixtures of Hard and Soft Wheat."

Mr. Bainer made it clear that the present is the time for wheat growers facing this problem to use the solution at hand.

"Now, before wheat cutting time, is when every farmer who raises wheat should be preparing for

good seed for the fall sowing," he continued. "Only those fields or parts of fields that are pure, unmixed and free from rye and smut should be saved for seed."

Mr. Bainer, who is recognized as one of the foremost authorities on the subject of wheat, declared that a field can be regarded as good prospect for proper seed if it is pure, excepting for a slight mixture of rye. The rye, he pointed out, can be removed by pulling out the plants before harvest thus rendering the wheat itself free from any of the contaminating mixtures which so dangerously lower the grade of the crop. Mr. Bainer emphasized the necessity of pulling out the entire plant in this operation because of the danger of new tillers putting out later heads which mature with the wheat.

"If a man's own field does not present the proper seed he should select one in his neighborhood that does and arrange with its owner to obtain the quantity required," Mr. Bainer said. "No crop responds to the use of good seed more than wheat. Suitable seed will increase the yield from two to seven bushels per acre over that obtained from poor seed. One per cent of rye in wheat will lower it one grade; 2 per cent will lower the wheat two grades and 5 per cent rye will put the best of wheat in sample grade."

MICHIGAN SEEDS EXPORTED

"Recent shipments of Michigan seed grain to England and other European countries," says a Michigan news dispatch, "have definitely established the state crops on the world market for high quality seed stocks."

"Certified seed of leading Michigan varieties has been in demand in neighboring states for several years, the value of the local strains being demonstrated over an ever widening area. Rye, oats, potatoes, beans and other crops are included in the list of prominent Michigan stock which is winning a high place in the world's list of approved crops."

"Chief among the other states which have taken large shipments of certified seed this year are Indiana, Ohio, Pennsylvania, New York, New Hampshire, Minnesota and California. Growers in these states have found from past experience that the high quality Michigan seed pays well."

"The certified seed is produced by members of co-operative organizations of farmers, under inspection by members of the extension staff at the Michigan Crop Improvement Association, sponsors of better corn, beans, oats, rye and other grains, while the Michigan Potato Producers Association raises certified seed potatoes."

SEEDS QUIET IN NEW YORK

BY C. K. TRAFTON

Seasonable quietude has prevailed in the market for field seeds, and hence the tone as a rule is slightly easier, although some quotations are about the same as they were a month ago and in a few cases fractional gains are noted.

Red Clover has been as dull as usual "between seasons" and prices have lost another half-cent at 18 to 20 cents. The possibility of a fair-sized old-crop carryover has evidently offset the claims of damage to the new crop.

Crimson Clover has had some interesting developments. On the one hand, the local spot quotation of 14 @ 14½ cents shows a further loss for the month of 1 to 1½ cents. This is ascribed to the fact that there have been moderate arrivals of old crop European seed, about 370 bags, against nil during April. In the meantime southern dealers have been holding off, believing that the recent advancing movement in France will prove to be only temporary. According to well informed importers buyers who have withheld their orders on this basis are destined to be disappointed. In fact, they consider the foreign situation decidedly strong. There has been too much rain in the French producing sections and in some places the crop has been cut down by hail. Hence the outcome is still decidedly uncertain. Latest advices are that farmers are refusing to sell and hence all of the principal Paris shippers have withdrawn entirely from the market. Previous to this action some business was done in new crop seed of fair average quality on a basis of 10 cents duty-paid New York for July-August shipment, which compared with earlier sales at 9¼ to 9½ cents. More recently a few small offerings have been made at 10.60 to 11 cents duty-paid, for June-early-August shipment, but the advance has checked business. Coupled with this strong position abroad are indications that the crop in Tennessee will be unusually short, and as a consequence all seaboard dealers who have bought new crop seed for shipment from France are generally reluctant to offer it for sale until they ascertain what chance there is for replacement on reasonable terms. German seed has been offered on a basis of 13.70 cents duty-paid New York.

White Clover enjoyed a fairly active demand all along the seaboard early in the month and prices were firmly sustained. Later prices broke 2 cents locally, as arrivals were somewhat larger and with the season over buyers were decidedly cautious. Naturally no one cares to carry over noteworthy

supplies at current high levels,—58 to 63 cents, when the new crop season may witness a move toward more normal levels, possibly something like the pre-war figure of 25 cents. Still, such a drastic drop is by no means generally expected, as European shippers are making only small offerings of new crop seed and generally on a basis of 60 to 65 cents duty-paid New York. The month's arrivals were 290 bags, against 130 during April.

Alfalfa has been in slow demand and with arrivals slightly larger prices have dropped ½ to 1 cent. Argentina is offering in a small way on about the same basis as last month; viz. 16 cents duty-paid New York, but little or no business has been done. Arrivals for the month were 1,085 bags, compared with about 700 last month.

Rye Grass has been inactive and unchanged at 11 to 11½ cents. Prospects for the new European crops are said to be good but it is too early yet for new crop offerings. Old crop Italian and Perennial are still offered at 10 cents duty-paid New York, but buying is checked by fears about germination. The month's arrivals were about 835 bags, against 825 in April.

Fancy Kentucky Bluegrass has been quiet and unchanged at 23 to 25 cents although the new crop will probably not be a large one, the opinion prevails in some quarters that prices will remain fairly reasonable during the coming season owing to the fact that the Kentucky pools were holding their stocks for high prices, thereby providing a good carry-over. Exports were insignificant. Canadian Bluegrass has declined about 1 to 1½ cents, being quoted at 18 to 19 cents.

Timothy was in fairly good demand early in the month and the quotation of 7 @ 7½ cents is about ¼ cent higher. Export demand has been quiet and shipments were only 575 bags, against about 1,500 during April.

Orchard Grass was also in fair demand early in the month. Hence the price is about a half-cent higher in spite of much larger arrivals, a cargo of 1,240 bags coming from Denmark, against only 118 in April.

Hairy Vetch has been quiet but firm, largely because of strong advices from abroad. A recent German cable stated that the old crop was entirely exhausted. Still, an offer was received at 16 cents duty-paid New York. The only arrival consisted of 31 bags from Denmark. New crop arrivals cannot be expected until September. Michigan dealers also advise that there is little old crop left there and because of the severe weather last winter they are reluctant to make new crop offerings.

Spring Vetch has been in plentiful supply, although arrivals were only about 550 bags, compared with 1,490 during April. There seems to be some of the old crop left abroad, which is offered at 4¼ to 5 cents duty-paid.

Rape seed has been quiet with the quotation still ranging from 5¾ to 6 cents. No interest was shown in foreign offerings and no imports were reported, against 1,625 in April.

Fescues have been quiet and in the opinion of some authorities not anything like enough has been purchased for shipment from New Zealand to supply requirements. There were no arrivals during the month and only small quantities are expected in the near future. June shipment is offered at about 34 cents duty-paid New York, but the belief that July will be offered cheaper has checked business. Exports of Meadow Fescue were 475 bags, against 100 during April.

Sunflower seed has been quiet but firm owing to extremely light stocks and smaller arrivals; about 490 bags from Holland and 1,165 from Argentina, compared with April's total of 3,820 bags. First arrivals of new crop Argentine seed have come on the market, and although pretty well stained this seed will have to suffice as nothing else is available now that the Dutch supply has been virtually exhausted. In spite of these conditions little buying has been done for forward shipment from Argentina which is offering at 5 to 5¾ cents duty-paid New York.

Canary seed has been quiet but firm owing to decreasing stocks here and at primary markets. Compared with April's arrivals of 4,400 bags, the total for May was only 1,870 bags, and practically all of this came from Holland. Some of the seed received was said to be the tail-end of the Morocco crop. While this is said to be superior to the Argentine variety, it is available on a lower basis, being quoted at 5¼ cents duty-paid as against 5½ cents for the South American. Much of the Dutch seed was said to be of poor quality and cost about 4.65 cents duty-paid.

Alsike has been quiet but firm as 15 to 17½ cents. Exports of 205 bags were reported to the United Kingdom. Fancy Redtop has been quiet and unchanged at 18 to 19 cents. Exports were only 70 bags, against 500 in April. Millet has been inactive, buying being checked in part by the failure of some arrivals to pass Government tests. An arrival of 2,311 bags of Red Millet was reported from Manchuria. Hemp seed has been in poor demand although offered at as low as 2½ cents on spot. Arrivals were 690 bags chiefly from Manchuria. Sweet Clover has been quiet and ½ cent

lower at 11 to 11½ cents. China Peas have been firm owing to good demand and small stocks. China is offering sparingly if at all, as the old crop is exhausted and the new crop is short and of poor quality.

"BETWEEN SEASONS" SEED MARKET AT MILWAUKEE

BY C. O. SKINROOD

Clover seed receipts at Milwaukee for the month of May were down to the usual low point which is expected at this time of the year. According to the report supplied by the railroads and compiled by the Chamber of Commerce the receipts of Clover seed for the past month were 111,380 pounds as compared with receipts of 193,545 pounds for the corresponding month a year ago. Receipts of Clover seed were therefore only a little more than half of those for last year for the month of May, but both figures are small and largely nominal. The shipments of Clover seed for the past month also proved to be smaller with 578,953 pounds as compared with shipments of 1,015,723 pounds for the corresponding month a year ago. These figures indicate that Clover seed shipments were approximately half of those of last year.

Comparing the receipts and shipments of Clover seed in the past month, the receipts are 100,000 pounds in round numbers, while the shipments were nearly 600,000 pounds. Shipments were nearly six times as large as receipts, which is also expected, as this is the season of the year when the seed movement is outbound.

The receipts of Timothy seed at Milwaukee for the past month were given at 472,882 pounds as compared with receipts of 425,762 pounds for the corresponding month a year ago. Receipts were therefore just a trifle larger than those of last year. The shipments of Timothy seed from Milwaukee for the past month were no less than 1,327,173 pounds as compared with shipments of 814,534 pounds for the corresponding month a year ago. This indicates shipments over the million and a quarter mark, compared with shipments last year of less than a million pounds. The gain in Timothy seed shipments over last year was approximately 50 per cent.

Comparing the receipts and shipments of Timothy seed at Milwaukee for the past month shows that receipts were around the 470,000 pound mark, while the shipments went over the 1,300,000 mark. Shipments were close to three times as large as receipts for the month of May.

In general this record is not striking from the standpoint of receipts, but it is notable for the rather small shipments of Clover seed for this season, and for the rather large shipments of Timothy seed.

The official report of the Chamber of Commerce on the seed market at Milwaukee for the past month pays particular attention to the slump in seed which was a prominent factor in the market in early spring when the poor demand was recorded, due to the backward spring season. This report says that the seed market turned weak and that Red Clover went down about \$2, Alsike went down about 45 cents, flax went off 45 cents, and Timothy fell back about 25 cents, while White Clover was unchanged. Offerings were reported as rather light, but they were more than ample considering the reduced demand.

Red Clover was quoted in this official report at \$15 to \$20, Alsike ruled from \$9 to \$15, White Clover was quoted from \$37 to \$47. The poor to good Timothy was quoted from \$5 to \$5.75 and the choice to fancy ruled from \$5.75 to \$6.25.

Milwaukee seed dealers for the most part in casting over the seed season just passed, say they have had a good trade, and the showing is especially good considering the disappointing trade in seeds during the early cold spring. They are also a unit practically in saying that the seed carry-over for the year will not be large. In general a fair to good seed crop is predicted for the next year.

The Courteen Seed Company reports that the late trade in seeds, the demand during the last 30 days, has been more than satisfactory. It was found by this company that the buying had been deferred by the late season and that more and more of the purchasing went over to the later months, because planting was unduly prolonged late in the spring. The Courteen company reports further that there is a very light carry-over of seeds this year. Although many dealers had expected that there would be heavy surplus stocks after the disappointing buying early in the year, such proved not to be the case, the company says. The stocks are even less than normal and will not be any too large to take care of the demand which arises from time to time until the new crop seed is available. On the whole, the Courteen company is well satisfied with the showing made for the season.

As for the prospects for the new crop, the Courteen company believes that a good average crop should be the result of the present outlook. Wisconsin is believed to have very little winter kill-

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COAL

THE COAL SITUATION

BY N. G. NEAR

I have a letter from a prominent manufacturer of power plant equipment in which he says: "A reduction in the cost of soft coal for power plant use evidently will not be experienced for a long while. This is indicated by the new agreement recently signed by the operators and miners which is practically the same as the old agreement which expires shortly."

About the only answer to this, whether you are dealer or consumer, is: "Economize." The writer will make so bold as to say that there is not a single power station in the United States or anywhere else that cannot be operated more economically than at present. Improvements are continually being made. Efficiencies are on the increase. Most of us can do better if we want to.

BUY YOUR COAL EARLY

A request has been issued by F. R. Wadleigh, Federal Fuel Distributor, asking that where possible coal consumers buy in advance to assist the railroads in handling "the greatest volume of traffic in their history, which they will in all probability be called upon to do this fall." Co-operation along this line has been promised by the National Association of Purchasing Agents, the railroads and public utilities companies. Mr. Wadleigh said reports had been received, however, that indicated that many consumers were delaying their purchase of coal in the belief that the work of the United States Coal Commission would result in reductions in prices. He pointed out that no legislative action on the Commission's report could be taken until next December and that, considering the general situation now, it was difficult to see how the consumer with ordinary prudence and foresight could avoid purchasing coal during the summer months.

FOR BETTER UNDERSTANDING OF COAL TRAFFIC CONDITIONS

Coal men and members of the American Railway Association are getting together to form a common meeting ground between shippers and railroads for the better mutual understanding of local and general transportation requirements. Early this month boards were appointed which will work in conjunction with the district managers of the Car Service Division and with railroad representatives in the various districts. S. L. Yerkes, Birmingham, Ala., is head of the Coal and Coke Committee of the Southeast district. A. P. Rudowsky, traffic manager, Oklahoma Coal Operators' Association, McAlester, Okla., holds that position for territory in the Southwest. C. E. Warner, traffic manager of the Southwestern Interstate Coal Operators' Association, represents the Trans-Missouri-Kansas district and A. B. Currie, Omaha, represents the Central West. Wayne Ellis heads the committee representing the coal industry in the Northwest region.

BETWEEN SEASONS FOR COAL

Throughout the length and breadth of the United States, says *The Black Diamond* in its latest review of the coal situation, the coal trade is in that peculiar volatile condition always incidental to the gradual change occurring between seasons. Individual factors in the industry seem unable to determine in their own minds whether we are on the last lap of the dead season, and at the starting place of the busy one. Regardless of individual opinion, the fact remains that in those sections of the country where retail coal merchants of known community standing have conducted serious and well considered campaigns for the education of the public, summer buying is being effected at an unprecedented rate. The recent public statement of Fuel Administrator Wadleigh to the effect that summer buying is imperative, is having the effect of still further stimulating this tendency, at least in so far as domestic consumers are concerned.

The railroads' avowed policy of early purchase and storage of coal for next winter's need is being consistently carried out. Close observers contend, furthermore, that there is a good deal more contracting going on among industrials than is apparent on the present calm surface. This is carried out by the fact that in spite of visibly weak markets, the country continues to absorb a total production exceeding 10,000,000 tons a week of bituminous coal.

Conditions in the export trade are good and bid fair to continue so indefinitely. Numerous inquiries of European and South American origin enlivened the week, while shipments through the principal seaboard ports continued in good volume. Very

heavy shipments are booked to go forward over the next several months. Furthermore, cheaper vessel rates are making it much easier for American shippers to compete with England for export business. Moreover, British coal prices continue strong, while prices of American coals have eased off a bit at the principal loading ports. This situation, with the cheaper vessel rates, is giving American shippers an advantage they did not previously hold when bidding on foreign business.

COAL PRODUCTION REPORT

"The total soft coal raised during the week ended May 26, is estimated at 11,046,000 net tons," the *Geological Survey* said in a recent coal production report which follows in part:

This is a gain of 776,000 tons over the revised estimate for the week preceding. Early returns on car loadings during the week (May 28-June 2) show 39,688 cars on Monday, and 33,826 cars on Tuesday, which are larger numbers than loaded on the same days of the previous week. Loadings on Wednesday, Memorial Day, fell to 10,620 tons, and it appears that the holiday amounted to approximately one-third of a normal day. On this basis the average daily loadings for the present week are forecasted at about the same level as last week. The present rate of soft coal production is high and has been exceeded at this season only under war stimulation in 1918.

The all-rail movement of coal to New England and eastern New York, according to reports furnished by the American Railway Association, included 4,133 cars of bituminous coal and 3,479 cars of anthracite forwarded in the week ended May 26, through the six principal gateways over the Hudson River and through Rouses Point. This was a decrease of 120 cars of soft coal and an increase of 320 cars of anthracite as compared with the week preceding.

The cumulative shipments from January 1 to May 26, 1923, inclusive, stand at 72,813 cars of bituminous coal and 75,860 cars of anthracite, against 49,980 and 45,129 cars, respectively, in the corresponding period of 1922, and 67,344 and 62,156 cars in 1921.

Bituminous coal loaded into vessels at Hampton Roads piers in the week ended May 26 totaled 349,443 net tons, a decrease of 4 per cent from 363,496 tons in the week preceding. Cargo and bunker coal for export showed large decreases, whereas shipments to New England and to other coastwise destinations increased.

Lake shipments of soft coal decreased slightly in the week ended May 27. According to reports from the Ore and Coal Exchange a total of 1,028,555 net tons were dumped over Lake Erie piers, against 1,063,379 tons in the week preceding. Of the total

dumpings 979,743 tons were cargo coal and 48,812 tons were vessel fuel. The present rate of dumpings is about three times the rate a year ago, when the strike curtailed the movement of coal across the lakes, but is a little lower than in the corresponding week of 1921.

The cumulative total from the opening of navigation to May 27 was 4,597,672 net tons. In comparison with 1921 this is a decrease of 4 per cent, but the total for this year is 123 per cent larger than in 1922 and 179 per cent larger than in 1920, when the season opened late and the switchmen's strike interfered with transportation.

MERGER FEASIBLE FOR ANTHRACITE INDUSTRY?

The question of whether a monopoly in the anthracite industry will provide cheaper coal to the public, is expected to be offered in the July 1 report of the United States Coal Commission. It is not expected that a recommendation will be made but both sides of the question will be presented to the public for consideration, it is declared.

The Commission is now devoting its time largely to the preparation of the report, although the actual writing of it has not yet begun. It is understood the commission in this, as it did in the case of its preliminary report on the bituminous industry, will select a committee from its members to draft the report for final approval by the entire commission.

Among the reports received by the Commission and which are to form the basis of its report on July 1 are one by Senator Pepper, of Pennsylvania, on the legality of the Girard estate royalties in the anthracite field and another one from staff investigators on profits of wholesalers and retailers in the anthracite industry. The price of anthracite to retailers in the smaller towns and also retailers' margins are the subjects of a special investigation undertaken by the Commission.

Over against this is the suggestion for a nationalization of anthracite mines, which is contained in a brief filed on June 12 with the Coal Commission by the United Mine Workers of America. Control is proposed under an equal representation of miners, mine managers, and the public.

The Colton Grain Company of Colton, S. D., has made several improvements to its house, including the erection of new and up-to-date coal bins.

To handle coal, grain, feed, etc., the Bowen Co-operative Elevator Company has been incorporated at Bowen, Ill. Its capital stock is \$10,000.

To deal in coal, hay, grain, feeds, seeds, etc., the Brown Supply Company has been incorporated at Valparaiso, Ind. The business will be under the management of S. J. Brown, formerly manager and secretary of the Chatfield Grain Company.

A voluntary assignment has been made by the Francis G. Ferrin Company, Inc., of Rochester, N. Y., for the benefit of creditors. Assets are between \$3,000 and \$4,000; liabilities, \$40,000 and \$45,000. The company has been in business for years.



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FIELD SEEDS

[Continued from Page 848]

ing, although it is still too early to be certain on this point. The northern tier of states in fact will have a good Clover seed crop it is expected, while Ohio, Indiana and Illinois had an open winter, the climate was very dry for a long time and it is understood that this resulted in a high percentage of winter killing.

In a general way, the Courteen company believes that the good crop of seeds in the upper tier of states will offset the adverse conditions in Ohio, Indiana and Illinois and that the result should be a yield ranging close to the average for previous seasons. In fact with the recent rains and warm weather, a gradually improving prospect during the summer is more than likely to take place.

The Kellogg Seed Company also has a highly optimistic report to make on the seed trade for the season which is just ending. The late demand for seeds was declared to be fully satisfactory and the sum total of the demand for the entire year was even better than had been expected. The Kellogg company declares that the carry-over of seeds is not by any means burdensome, in fact whatever is left of the old crop can easily be taken care of in the opinion of this concern. This is considered a specially good showing after the small demand for seeds which was manifested early in the spring season.

As for the outlook for the next crop, the Kellogg company refuses to predict on the grounds that it is too early yet to get a reliable line on crop conditions. The estimate is made however that the area of Clover seeds in Wisconsin probably

has been cut down to some extent but that this handicap can easily be overcome if the weather turns out good, and a big harvest of seeds is still possible even with a reduced area. In a general way the Kellogg company believes that Wisconsin has not suffered much from frost killing in the past winter.

The company reports however that it has information that the frost damage and winter killing was considerably worse in Indiana and the adjoining states east and west. Here it is found that there was rather serious winter killing, although again the company asserts that it is still too early to give a reliable forecast on the actual conditions. Summarizing the entire crop outlook, the Kellogg company sees a bright prospect for at least an average yield of seeds.

The North American Seed Company reports that the late demand for Sudan Grass, Millet seed, seed corn and other late planted stuff, was very good, although the late demand for Red Clover continued to be disappointing. Taking the season as a whole, the North American company calls it fair. The White Clover supply was all cleaned up at the end of the planting season, it was found. As for Alfalfa, this too was practically all sold out, the company adds. The Timothy supply was plentiful for all demands and some to spare, the North American company believes, while the biggest carry-over of all was that of the Red Clover, it was found.

One feature of the Red Clover trade of the past season, the North American company found, was the unusual extent to which neighborhoods supplied themselves with Clover seed. Most of the farmers it was observed threshed their Clover and supplied themselves with seed and also a number of others in the community. In that way, it was

found that demand for seeds from city dealers proved to be considerably reduced.

In a general way, the North American company believes that the carry over of seeds will not be excessive in any way. The late season it is estimated reduced the Clover planting considerably, so that this may mean a greatly enlarged buying demand for next year, when Clover areas are expanded again.

As for the outlook for the new crop of seeds, the North American says it has conflicting reports. In some cases a very fine outlook is said to exist, while other letters tell hard luck stories of winter killing which has caused considerable damage. In a general way the company estimates that winter killing has not been alarming in any sense and that every season finds ample supplies of Clover seed to meet all demands, even when there are specific reports of considerable damage. This year, the damage is not excessive in any sense, the company believes.

The Teweles Seed Company reports that the Timothy seed market has firmed up to some extent in the last few weeks due to the rather disappointing stands of Timothy reported from Iowa and some other states. In a general way the Teweles company says that the demand for seeds for the entire season was fully up to normal volume, despite the late spring and the irregular character of the demand. Taking the buying as a whole, it reached average volume.

The good showing for the season, the company says, is also proved by the fact that the supply of seeds at the end of the season was not large. In fact the supply of White Clover was all gone, the supply of Alfalfa also was very light after the season's trade was over, the Timothy holdings are not large, and even the supply of Red Clover is not considered excessive in any sense.

The Teweles company is well satisfied in the record made for the season. The late demand for seeds such as Soy Beans, Millet, Sudan Grass, etc., was also pronounced as of satisfactory volume. The late spring and the cold weather, it was found considerably added to the length of the planting season, so that buying of this character is still coming into the market to an unexpected extent.

The Letton Seed Company of Atlanta, Ga., is making alterations on its house there.

The Farmers Co-operative Company of Philips, S. D., has completed its new seed house.

Complete cleaning equipment has been installed for the Wetsel Seed Company of Harrisonburg, Va.

The seed end of the business of the Hood-Higdon Implement Company of Carthage, Mo., has been discontinued for the present.

A. Setterberg is now salesman with the American Field Seed Company, which succeeds the American Mutual Seed Company at Chicago.

The seed stock of the bankrupt firm, Oshkosh Seed Company of Oshkosh, Wis., has been bought by the G. H. Hunkle Company of Milwaukee.

The retail end of the business of F. H. Green & Sons Company of Janesville, Wis., has been discontinued. The firm deals in seeds, flour and feed.

The Meyer-Stisser Company has changed its name to that of the Meyer Seed Company at Baltimore, Md. John F. Meyer is president and general manager.

J. G. Meier has resigned his position with the Shellabarger Mill & Elevator Company of Salina, Kan., and will go into the grain and seed brokerage business for himself.

Capitalized at \$100,000, the Edw. G. Burrows Company has been incorporated at Englewood, N. J., to conduct a seed and floral business. Edward G. Burrows is interested.

E. H. Howland of Ontario has bought the Nampa Seed & Grain Company of Nampa, Idaho. R. C. Fisher and C. E. Phillips have been operating the company for some years.

The Jersey Mercantile Company is succeeded in the seed, feed and general merchandise business at Jerseyville, Ill., by the Jersey Feed & Supply Company. A. F. Baum is manager.

New quarters have been leased by the Routledge Seed & Floral Company of Portland, Ore. The company will remodel the building at a cost of \$10,000. It will continue to occupy its old quarters too.

To do a grain and seed business, the Bailey Trading Company has been incorporated at San Francisco, Calif., capitalized at \$25,000. R. O. Bartels, F. M. Bailey and D. I. Bartels are interested.

A. M. Eldridge has resigned his position with the Bruns Seed Company of Washington, Iowa, with which he was connected as secretary and treasurer. He will continue in the seed business elsewhere.

A new company has been incorporated at Greenwood, S. C., as the Broadwater Seed Company, and has acquired the business of the Faris Seed Company. Broadwater & Kempt are the new owners.

The Holmes Seed & Nursery Company and the Berryhill Nursery Company of Harrisburg, Pa., have consolidated under the name of the Berryhill Nursery & Seed Company. Its capital stock is \$500,000.

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GRAIN TRADE PATENTS

Bearing date of March 27, 1923

Grain separator.—Anna J. Schlunke, Fargo, N. D. Filed September 2, 1921. No. 1,449,553.

Grain scouring machine.—Edmund B. Endslo, deceased, late of Gahanna, Ohio, by Caddie Endslo, administratrix, Gahanna, Ohio, assignor of one-third to Helen M. Miller, Washington, D. C. Filed June 16, 1922. No. 1,449,895. See cut.

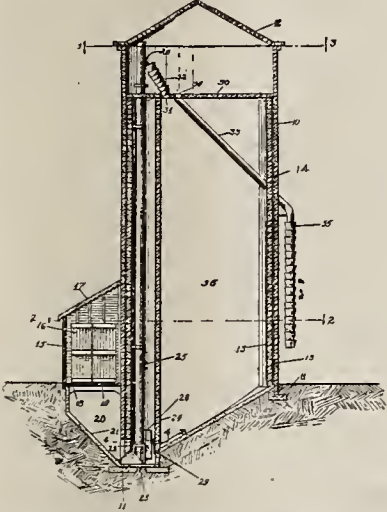
Bearing date of April 3, 1923

Grain door.—John R. Billings, Jr., Durham, N. C. Filed May 13, 1922. No. 1,450,792.

Grain car door.—Joseph Everett Drake, Blue Rapids, Kan. Filed March 17, 1922. No. 1,450,842.

Grain elevator.—Halver R. Straight, Adel, Iowa. Filed October 8, 1920. No. 1,450,461. See cut.

Claim: In a structure of the class described, the combination of a reinforced circular wall, the said circular wall being provided with a floor having the shape of an inverted truncated cone, the center of the truncated portion of said cone being near the outside of said wall,



a semi-circular wall designed to rest on the outer edge of the truncated portion of said floor having its edges formed integral with the first said wall member, the interior of the first said wall being provided with a series of divergent partition walls having their ends radiating from the convex surface of said semi-circular wall and extending across the interior of said first wall, the ends of the partition walls being formed integral with the said walls, door openings near the bottom of said semi-circular walls one communicating with each of the bins formed by said partition walls, and means for opening and closing said door openings.

Bearing Date of April 10, 1923

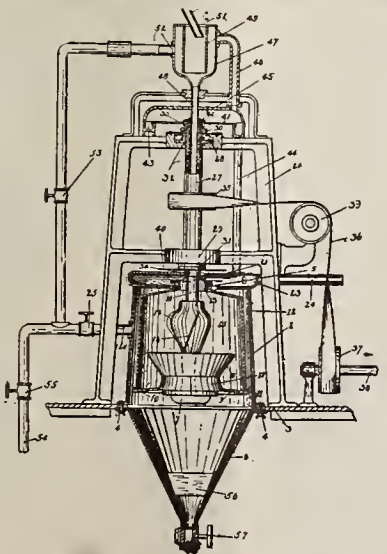
Grinding machine.—Harry Buckley and Ray Buckley, Louisville, Ky. Filed April 8, 1921. No. 1,451,647.

Bearing Date of April 17, 1923

Automatic weighing apparatus for loose materials.—Gustav A. Bruhn, Harburg-on-the-Elbe, Germany, assignor to Fried, Krupp Akiengesellschaft, Essen-on-the-Ruhr, Germany. Filed December 3, 1920. No. 1,451,759.

Apparatus for separating seeds.—Edgar Duncombe Eddy, Toronto, Ont., Canada. Filed January 31, 1922. No. 1,452,457. See cut.

Claim: In seed and grain separators, the combination with the casing adapted to be filled with liquid, of an enclosed hollow seed separating rotor, means for introducing liquid and the seeds or grain to be separated



therein into the rotor, means for introducing liquid under pressure into the casing, adjustable discharge means at the bottom of said casing and adjustable means for feeding liquid into the casing.

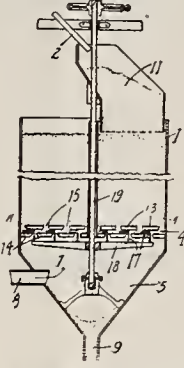
Bearing Date of May 1, 1923

Sack holder.—Carl Wellow, San Jose, Calif. Filed September 19, 1922. No. 1,453,961.

Apparatus for drying granular products.—Neils C. Christensen, Salt Lake City, Utah. Filed March 8, 1921. No. 1,453,750. See cut.

Claim: The apparatus for continuously drying grains and granular material which consists of a vertical shaft for containing a bed of such above said material, said shaft being closed at the bottom, means for continuously feeding such above said material onto such above said bed in said shaft and means for maintaining the top of

a such said bed substantially level, a discharging device in said shaft above said closed bottom arranged to support a such above said bed and arranged to allow the passage of a current of gaseous medium up through said device in such a manner that said current of gaseous medium will be substantially uniformly distributed over the entire horizontal section of said bed and arranged to continuously discharge such above said material from the bottom of such above said bed in such a man-



ner as to secure a substantially continuously uniform downward movement of the material in all parts of said bed, means for continuously introducing a current of gaseous medium under pressure into the closed space beneath said discharge device, and means for continuously removing the such above said material removed from the bottom of such above said bed from the lower part of said apparatus.

THE present grain exporting capacity of Roumania, as compared with the pre-war capacity, may be expressed by taking 100 as the exporting index figure for 1913. On this basis, the export index numbers for 1921 are: Wheat, 7; barley, 103; oats, 95; corn, 79. Corresponding index numbers for 1922 are: Wheat, 2; barley, 155; oats, 131; corn, 29.

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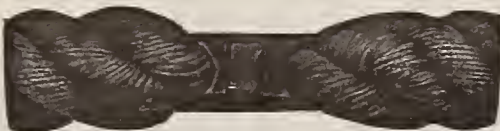
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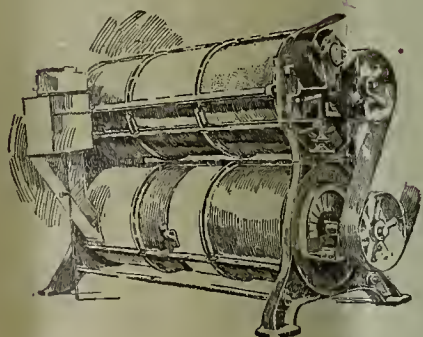
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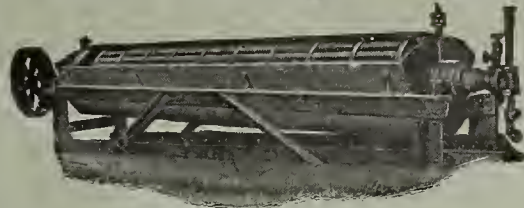
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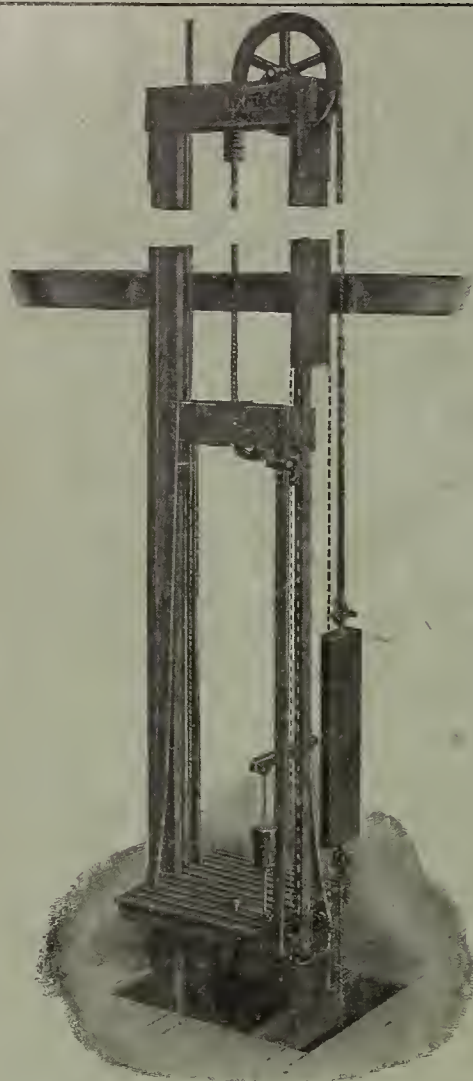
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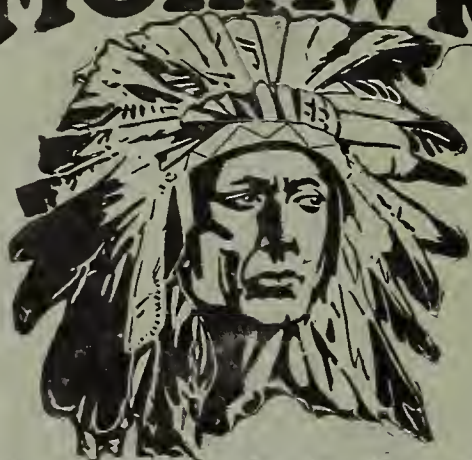
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